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25X1 General Information Concerning the Bulgarian Black Sea Coast (See Attachment 1)

25X1 1. The Bulgarian Black Sea coast is 311 kilometers long, and as viewed from the sea presents a barren aspect, broken farther inland by a number of hills. For a distance of three or four miles inland, there are few hills higher than 300 meters. At Cape Kaliakra, the cliffs jut out from the sea and the coast becomes more picturesque. The liman (coastal lakes or lagoons), characteristic of the Black Sea coast, are rare in this stretch of shoreline. The vegetation consists primarily of shrubs, and crops are generally limited to cereals and wine grapes. Fruit and mulberry trees are rare.

25X1 From the Southern Tip to the Bay of Burgas

2. This section of the Bulgarian coast presents an unvarying monotonous aspect, and is almost completely devoid of any sizeable inlets. The sea bottom is generally sandy, and the depth is approximately 20 meters even near the coast. Inland for a distance of approximately 100 meters, the coast remains flat, gradually changing to low hills. Mount Paphia, which reaches a height of 512 meters, is the only hill of any size in this region. Mount Paphia is situated two miles inland, and four miles west-northwest of Akhtopol. The hinterland of this section of the coast is lacking in any noteworthy railroads or roads. The small coastal villages are linked with each other and with the interior of the country by an ancient network of narrow roads in a poor state of repair. This type of road serves Akhtopol, Tsarevo, Kara Agach, and Athanatos (Dyavolski), which ports offer fair docking facilities. At Tsarevo, there is a small port, protected by two moles, 90 and 60 meters respectively, along which small ships can moor.

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- 2 -

The Gulf of Burgas

3. The Gulf of Burgas, included between Point Baghlar (N4219 E2747) and Cape Emine, is the only place on the entire western Black Sea coast which offers a safe anchorage in a large harbor. The harbor is surrounded by low-lying swampy ground, which, especially in the western and northwestern parts, is malaria infested. There are good roads along the Gulf of Burgas from Sozopol to Pomorie, which join the national highway system. The railroad linking Burgas with the interior continues for a short stretch along the northern coast of the gulf as far as the port of Pomorie. For this reason Pomorie has developed considerably in the last few years. The inlets of the Gulf of Burgas make good landing places and small harbors. These small harbors are mostly limited to local use.

Sozopol

4. Sozopol is connected with Burgas by a good road. In recent years it has been the object of much attention on the part of the Naval Command which has built a small naval base at the port. The base is directly subordinate to the Naval Command. It is likely that a naval training school is located at Sozopol; however, in its natural state, the harbor could not be used as a regular naval base. There has been no indication that work has been undertaken to equip the port as a naval base, by protecting at least part of the bay from the heavy seas which come in from the north and northeast.

The Bay of Burgas and the City

5. The Bay of Burgas, which lies between Point Poros to the south and Point Burgas on the north, a distance of approximately one mile,² is situated in the western part of the gulf facing east. The bay lies at the center of a system of large, low-lying lagoons connected to the sea by narrow canals. The lagoons are separated from the sea by thin sandy isthmuses. The city of Burgas, numbering 50,000 inhabitants, is built on the point of the same name and is surrounded by fertile but malaria-infested ground. The port of Burgas is important chiefly as a commercial port; tobacco and grain are the principal exports. The town is connected with the interior and with other large cities by a network of good roads. The city has telephone and telegraph service. The railroad which joins Burgas with Sofia, via Yambol and Plovdiv, is the principal traffic route in Bulgaria; this line will soon be shortened when the tunnel under the Carpathians (sic)³ has been completed. The industrial center of the city is in the western metropolitan area. To the north at Lake Atarnovo, there are many salt marshes.

The Port of Burgas (See Appendix A, pages 34, 35, 36)

6. The Port of Burgas lies between two elbow-shaped moles. The eastern mole begins in the southeastern corner of the city and is 1,116 meters long; the western mole extends 1,400 meters from Point Orchard, on which several fuel tanks can be seen. Beginning at the eastern mole there is a breakwater running in a westerly direction which, with the western mole forms a bay 200 meters wide. On the eastern side, the water has been dredged to a depth of 7.3 meters, but is reduced to seven meters along the quays. Attached to the point of the breakwater is a barrier net which can be used to bar entrance to the port. On the point of the southern mole, near the lighthouse, is a small one-story construction; on the terrace of this building a searchlight and a 20 mm. machine gun are visible.
7. The commercial zone of the port is in front of the bay on the northern quay. Here, there is a triple row of warehouses parallel to the quay, together with the buildings of the port captain and of the customs. A warehouse for cement and a tobacco storehouse are situated on the quay adjacent to the eastern mole. There are two cranes,⁵ 5 and 15-tons, in the mole. The railroad line which enters the northwestern part of the port branches to the east in parallel lines which run between the warehouses and along the northern quay as far as the short eastern mole. On the commercial portion of the northern quay, approximately 500 meters long, are two fixed cranes, three and five tons respectively. In addition, there are two mobile 3-ton cranes on treads.

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- 3 -

8. By recent work, the northern quay has been completed even in its most westerly part. The northwestern portion of the port is being improved. In the northwestern corner of the port are fuel tanks which are linked by fuel pipes with other tanks located approximately a kilometer away to the northwest. At present, the tanks are filled with straw. The western section of the port is reserved for naval ships. There are additional mooring places for naval ships at the most westerly section of the southern mole. Half way along the western quay there is a shipyard with a small landing slip. Directly south of the shipyard, the portion of the quay reserved for naval buildings begins. The buildings include the naval command and barracks. The importance of the port from a military viewpoint is very slight and in general only small ships are stationed there.

The Northern Coast of the Gulf of Burgas

9. This portion of the gulf is important because of the railroad line which goes from Burgas to Pomorie, after traversing the narrow isthmus which divides the Lake Atanasovo from the sea. The railroad line is being extended from Pomorie to Nesebŭr. At Pomorie and Nesebŭr, both of which offer good possibilities for mooring in the harbor, port and maritime work has been carried out. Nesebŭr has a repair yard for naval ships which are frequently stationed there. The land directly to the rear of these two localities is low and slightly undulating. A little farther north, running in an easterly direction, the coast suddenly becomes higher and more sloping until, in the vicinity of Cape Emine, there are hills 50 meters high.

The Coast from Cape Emine to the Bay of Varna

10. This tract of coast is approximately 30 miles long, and is characterized by low-lying hills which descend steeply into the sea in an almost unbroken line; it is devoid of inlets of any size. This line of hills may be considered as the most easterly extension of the Balkan chain and reaches its highest level at Cape Emine (386 meters) and Cape Sveti Georgi (305 meters), north of the bay of Varna. There are short stretches of beach near the mouths of small watercourses, the most important of which is the Kamohiya which empties at a point located in approximately the middle of this portion of the coast.

The Bay and the City of Varna

11. The bay of Varna is situated between Cape Galata (230 meters high) and Cape Sveti Georgi (305 meters high) and is linked on the northern side to Lake Deven by a narrow canal. The hills which enclose the bay to the north and south diminish in size near Lake Deven, giving way to low swampy ground which in certain places is below sea level. Although the Varna area is not protected from the cold winds coming from the north and northeast, the sea tempers the climate. In January, the average temperature is above zero, and the fall is more humid and warm than the spring. The soil is very fertile, and the land has been divided into small farms. Cereals are the principal crop. Varna is situated on a plateau between 20 and 50 meters high and is protected on the north by hills two or three miles away. Behind the hill, five antennas from the radio station are visible; one of the antennas is large and four are small. Although its commercial importance noticeably diminished in the period between the two world wars, Varna has continued to grow and develop because of the industries which are built there, especially textiles and tanning. At present, the city has approximately 80,000 inhabitants.

The Port of Varna

12. The port of Varna is larger than that of Burgas; it is protected on the east by a approximately 1,200 meters long running in a north-south direction. From approximately the center of the mole, there is a short breakwater running in a westerly direction toward the southern dike, leaving an open space approximately 200 meters wide. The southern dike, approximately 600 meters long, begins just north of the Deven canal. The commercial section of the port is situated on the eastern portion

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- 4 -

of the north quay. Also, the first portion of the eastern quay, which farther on becomes a breakwater, is outfitted for loading and unloading cargoes and is served by a railroad spur line.

13. The storage warehouses and the offices of the port administration and the customs are situated on the northern quay in a double row. Several sets of railroad tracks run along the row of warehouses and along the northern quay. The northern quay has four 15-ton travelling portal cranes and one mobile crane of approximately 30 tons. Along the same quay, there are several hydrants for supplying water to the ships. Near the railroad loading area there is a stone tower, approximately 20 meters high used as an observation post. Along the same quay, west of the commercial section are the mooring places for fishing boats as well as the equipment for weighing and preserving fish. In line with the fish stand but further inland are the loading area and the station.
14. The western port area has undergone notable transformation in the last few years, such as dredging and the construction of quays, particularly on the northern side. The work has not yet been completed. At present, the area presents the aspect of a cross on the northern part of which are small drydocks. (See App. B on pages 37,38) In the eastern section is a quay approximately 250 meters long used for ships which are being built and fitted out. An area occupied by various workshops and of the offices which constitute the Varna shipyard is to be found extending approximately 500 meters west of the aforementioned quay. This area is traversed by numerous railroad tracks. In the northwest corner of this quay there is an old slip which appears no longer to be in use. The new slips are located in the southern section of the cross and are so constructed that ships may be launched sideways. The slips, which are 200 meters long and 40 meters wide, are served by two 3-ton travelling cranes 10 meters high and can construct up to three hulls at a time. Up until now, the ships launched have not exceeded 1,000 tons; however the equipment is being improved so that it will be able to handle ships up to 3,000 tons.⁴
15. East of the shipyard, along the southern mole, is the quay where warships moor. Approximately 20 meters from the point of this mole is a lookout post equipped with a machine gun and searchlight. The Varna naval base, including offices and quarters for officers and sailors, is situated in the area between the shipyard and the entrance to the Deven canal. The port has at least four tugs, of which one is 750 horsepower and the other three 80 to 120 horsepower. Several barges are employed at present on constructing quays. Two belt-type scoop dredges and one suction dredge are enlarging the port. There are also various small pontoons with hoists, the largest of which has a 40-ton derrick.

The Deven Canal

16. This is an artificial canal approximately two miles long and between 60 and 90 meters wide, which joins Lake Deven and the Black Sea. Continuous dredging permits ships with a draft of up to five meters to be accommodated. A military and industrial zone of special importance is being built on either side of the canal. On the southern side of the sea entrance is a small fueling stage, approximately 2.5 meters wide, where fuel ships can be accommodated. Approximately 100 meters west of the base of the stage are three sheet metal tanks, the sides of which are covered with cement. Two of the tanks have a capacity of 5,000 tons each and a smaller one has a capacity of 1,000 tons. The tanks are connected to the fueling stage by pipes which flow into two receptacles. There are no water hydrants on the fueling stage. On the northern bank of the canal, from the point where it begins to a point 200 meters beyond, there is a series of buildings which include the base command, together with the quarters for officers and men of the Navy, as previously mentioned. In the middle of these buildings can be seen a fuel tank which is used by the Navy.

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- 5 -

17. Continuing toward the west along the northern bank of the canal, there is a small workyard where concrete blocks used in the port are built. Further on, a small port for boats has been dredged. The banks of this port are protected by temporary wooden palings. Approximately in its center, the canal is traversed by an iron railroad drawbridge which joins the shunting point with the fuel tanks located in the vicinity of the fuel stage. Beyond the bridge, on both sides of the canal, are the buildings of a Naval shipyard presently used for constructing locomotives, railroad cars, and cement barges. The workshops on the southern bank are still under construction.
18. On the southern side of the point where the canal enters Lake Deven, there are coal storehouses served by four cranes. On the northern side, in the vicinity of the Naval shipyard, a floating drydock, capacity of 2,000 tons, served by a large pontoon with a 50-ton derrick, is moored; near this is a smaller pontoon which has a very tall derrick with a small capacity. The dimensions of the drydock, called "Bulgaria," are as follows: length, 82.30 meters; width of the entrance, 20.40 meters; depth of the entrance, 4.60 meters.

Lake Deven

19. Lake Deven is 20 kilometers long, 1.6 kilometers wide, and has a maximum depth of 200 meters. A seaplane base with a few old German hydroplanes is located on the lake. The base is used as a school for pilots and parachutists and has two masonry hangars and an assembly and repair shop. A project for constructing a naval port in Lake Deven has, for the moment, been put aside, giving priority to the enlarging of the port of Varna and to the amelioration of its equipment and of its two shipyards.

The Coast between Cape Sveti Georgi and Cape Kaliakra

20. From the sea, this tract of coast appears as an almost unbroken line of hills which diminish in height toward Cape Kaliakra, interrupted midway by the Balchik valley. Balchik Bay offers good possibilities for anchorage, and for small ships, shelter in its small port. It is linked via Dobrich with the national railroad system. The port is being enlarged. Another place for anchorage along this portion of the coast is in Kavarna Bay which has a small port. The peninsula of Cape Kaliakra marks the northern limits of the upper coast. North of Cape Kaliakra the coast becomes regular, low, and unsheltered as far as the border. This section of the coast is characterized by precipitous reddish rocks sloping to the sea. The only reference point along this tract of coast is Cape Shabla, 10 miles from the Rumanian frontier. At Cape Kaliakra and Cape Shabla two wooden and iron trellises 15 meters high can be seen. These trellises could be radar stations.

The Danube (See Appendix C, pages 39, 40 and Attachment 2)

21. From a point approximately 15 miles beyond Vidin as far as Silistra, a distance of 270 miles, the Danube River marks the boundary between Bulgaria and Rumania. Naval vessels rarely go beyond the Rumanian city of Braila; however, when there is a normal amount of water in the river, fishing boats with a draft of not more than 3.70 meters can, without difficulty, sail from Braila to Vidin and beyond. There are no bridges over the Danube between Rumania and Bulgaria. Communications with Rumania are maintained by means of cargo and passenger boat as well as by a ferry-boat running between Ruse and Giurgiu. The following list of Bulgarian Danube ports considers the cities in geographical order following the course of the river:
- a. Vidin - A small well-organized port which has a quay for direct unloading and a crane. The offices of the Danube Navigation Company and the customs are situated near the port. Several tracks of the railroad line lead to the port. A pontoon bridge has been constructed between Vidin and Kalafat for handling passengers and goods;

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- 6 -

- b. Archar (N4349 E2255)⁶ - Has only a floating dock for handling passengers and goods; in line with the dock is a small square, 50 x 70 meters. The port has no quay for direct unloading.
- c. Lom - May be considered as the port for Sofia to which it is connected by a railway line. A new quay, approximately 200 meters long has recently been completed. The quay is below the one that already existed and extends as far as the confluence of the Lom and the Danube. There are two mobile gang-planks, one of iron and the other of wood, as well as a floating dock. Along the Lom River are three cranes, one of which is mobile. (See Appendix D, page 41)
- d. Iabets (N4350 E2327) - A floating dock is connected to the shore by a gang-plank. On the river bank there is a large open space on the edge of a forest capable of hiding troops and material.
- e. Zibar (Dolni Zibar, N4340 E2330) - Located immediately above the confluence of the Danube and Zibar Rivers. The port has a floating dock, joined by a very light, wooden bridge to the bank where there is a square 50 x 70 meters in size. There is no quay for direct unloading. The port is surrounded by a forest in which troops and materiel could be hidden.
- f. Kozloduy (N4347 E2344) - Landing place with the same characteristics as the preceding.
- g. Oryakhovo - A floating dock and a short quay. The narrow-gauge railroad goes as far as the port.
- h. Ostrov (N4340 E2409) - A floating dock. During 1947-1948, the docks were modernized.
- i. Vadin (N4340 E2416) - A floating drydock and small square.
- j. Boril (N4343 E2425) - Landing place with the same characteristics as the preceding. The area near the landing place is slated to become of marked importance if the much-talked-of bridge across the Danube, known as the "Gigen-Korabia," envisioned in the Bulgar-Rumanian treaty, is constructed.
- k. Samovit (N4341 E2426) - A floating dock and two mobile steel pontoons. The railroad reaches the port. The prolongation of the Samovit-Nikopol railway is being worked on along the bank. The work has been approximately half completed, i.e., as far as the confluence of the Osa and the Danube. Near the port there are six small gas tanks with facilities for accommodating railroad cars. Farther on, there are five more tanks, three large and two small.
- l. Nikopol - A floating dock and a short quay. Other work may be undertaken when the railroad line has been completed.
- m. Svishtov - Two floating docks, one mobile pier, and two large cranes. The railroad goes as far as the port. Allegedly, a small shipyard has been constructed at the port.
- n. Ruse - The largest Bulgarian Danube port; has a stone quay approximately two kilometers long and two floating docks for merchandise and passengers. Many sets of railroad tracks extend to the port from the nearby railroad station. The transfer of freight from ships to railroad cars is done directly by means of the railroad line which runs for a long stretch parallel to the river. There are six cranes along the quay. Ruse is connected to Giurgiu on the Rumanian side by a small ferry. The Ruse shipyards are equipped for construction of small floats and for repair work. (See Appendix E, page 42)

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- 7 -

- o. Rjakново (sic)⁷ - The landing place was completed in 1947. The port has only a floating dock.
- p. Tutrakan - A floating dock. The roadway goes along for 250-300 meters parallel and close to the river. The surrounding terrain is high and wooded.
- q. Popina (N4405 E2607) - An ordinary floating dock. A square 70 to 80 meters across and 40 to 50 meters deep is being constructed. A road leading to the port is also under construction.
- r. Silistra - A small port with a floating dock; no fixed crane. There is a square approximately 350-400 meters away. A large white building is in the rear of the square which houses the port office.

Defense Installations Along the Black Sea Coast

- 22. The Bulgarian Black Sea coast is defended by coastal fortifications, coastal artillery, and mine fields. At some points, these defenses are reinforced by antitank and antiaircraft artillery. The batteries and blockhouses along the coast are armed almost exclusively with outmoded weapons of mediocre fire-power and munitions are very scarce. The personnel employed are not well trained. In addition, the positions are easily accessible and vulnerable to air attack. A vast program is under way to construct a line of almost continuous fortifications from the Rumanian to the Turkish borders. Most of these fortifications consist of small, fixed, circular, domed, positions of reinforced concrete or rock approximately two meters in diameter; some of the positions are almost completely underground. Allegedly, the bunkers are usually equipped with 20 mm. machine guns and sometimes with 75 mm. guns. The construction work is being carried out by Trudovaks. Soviet personnel are allegedly employed, particularly in directive capacities.
- 23. Coastal artillery was recently put under the jurisdiction of the Artillery Division of the Ministry of War and consists of the following principal component parts:
 - a. Defense of the ports of Varna and Burgas;
 - b. Defense of the minefields in the ports of Varna and Burgas; and
 - c. Defense of the coast against landings.
- 24. The General Staff of the Coast Artillery has its headquarters at Varna and consists of the following officers:
 - a. Commander, a colonel;
 - b. Intendance officer, second in command, acts as political commissar;
 - c. Office of the Chief of the General Staff; and
 - d. Four sections: training, intelligence, supply, and health.
- 25. The General Staff has partitioned the coast into the following defense sections: (see Attachment 3)
 - a. Coastal Artillery Regiment of Varna, charged with defending the coastal strip from the Rumanian border to Cape Emine, comprising:
 - (1) Headquarters Command at Varna consisting of a commander, an aide to the commander who acts as political commissar, an assistant commander, a mobilization chief, a technical services chief (arms and ammunition sections), an administrative services chief, a company communications chief for the Command, an intendance chief for the Command;
 - (2) An artillery group with headquarters at Trakata, charged with defending the coast north of Varna.

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- 8 -



- (3) An artillery group with headquarters at Galata, charged with defending the coast from Varna south to Cape Emine;
- b. Coastal Artillery Regiment of Burgas, charged with defending the coastal strip from Cape Emine to the Turkish border, comprising:
 - (1) Headquarters Command at Burgas, structure similar to the Varna Command;
 - (2) An artillery group with headquarters at Burgas, charged with defending the coast from Cape Emine to Cape Atiya;
 - (3) An artillery group with headquarters at Sozopol, charged with defending the coast from Cape Atiya south to the Turkish border.
- 26. Communications between the various batteries of the Commands is effected by means of the radio station at Cape Kaliakra. Most of the batteries are of German origin. The equipment is limited, largely because the production of explosives and munitions in Bulgaria is so small. Batteries lack spare parts, with the exception of the 170 mm. model 35 guns of the Trakata group. Most of the batteries have portable telemeters with bases three or five meters in size. The Coastal Defense School for Officers and Non-Commissioned Officers is located near the General Staff.
- 27. The Trakata Group of the Varna Coastal Artillery Regiment has batteries and positions at the following locations: (see attachment 4)
 - a. From the Rumanian border to Sveti Konstantin, an undetermined number of machine gun blockhouses and 20 mm. antitank positions;
 - b. Varna-Evksinograd-Sveti Konstantin road (distances indicated from Varna)
 - (1) Approximately 15.5 kilometers, a barracks on the coast and probably a machine gun blockhouse;
 - (2) Approximately 13 kilometers, along the coast line at an elevation of approximately 20 meters, a telemeter, goniometer, or searchlight system in a wooden building;
 - (3) Approximately 12 kilometers, at an elevation of approximately 30 meters, between the road and the coast; permanent cement blockhouses for two or three machine guns, not camouflaged;
 - (4) Approximately 10 kilometers, at a point along the coast about 15 meters high, 300 meters north of the Hotel Balkanturist; cement blockhouse with two machine guns, not camouflaged;
 - (5) Approximately nine kilometers, between the road and the sea, a blockhouse for an unknown number of machine guns, disguised as a small villa;
 - (6) Approximately 6.5 kilometers, 800 meters inland at an elevation of approximately 120 meters, a blockhouse for an unknown number of machine guns, disguised as a small villa;
 - (7) Approximately six kilometers, along the coast line at an elevation of approximately 40 meters, a blockhouse for an unknown number of machine guns, disguised as a small villa;
 - (8) Approximately six kilometers, a blockhouse for an unknown number of machine guns, near the crossroads of the road to Balchik, 200 meters west of the Balchik road and 300 meters north of the coastal road, disguised as a small villa.

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- 9 -

c. Varna

- (1) A blockhouse for machine guns located to the south of the shore in the city;
- (2) A blockhouse for machine guns on the wall which encloses the military zone of the port;
- (3) A battery of 25 mm. antitank and antiaircraft guns to the south of the port, guards the port entrance;

d. Aladzha, one battery of four 180 mm. guns; the troops are lodged in four barracks;

e. Sveti Konstantin, one battery with an unknown number of guns;

f. Evksinograd, one battery with two or four 280 mm. guns, located in the park of the royal castle;

g. Trakata (approximately 600 meters southeast of the battery of Tashla hill, 800 meters north of the coast, at a distance of 4.4 kilometers from Varna, one battery with four 170 mm. model 35 guns installed by the Germans in 1944; range 20 kilometers, field of fire 360°, shells of both the piercing and shrapnel type; dome-shaped gun shelters, reinforced concrete personnel shelters; electrically operated, power furnished by an electric unit; command post 300 meters northeast of the battery, camouflaged as above and constructed of reinforced concrete; telemeter on a vertical base; sufficient ammunition; charged with defending the port and the mines in the Gulf;

h. Tekhakir-Sava (sic), 100 meters inland, to the south of the road at a distance of 4.3 kilometers from Varna, one battery with two or four 240 mm. model 35 guns, unprotected; reinforced concrete shelters for munitions and for personnel; range 11 kilometers, field of fire 180°, shells of both the piercing and shrapnel types; weighing 220 kilograms; chargers weighing 58 kilograms; hand operated; hidden by trees; command post located to one side of the battery in a watchtower; 200 projectiles available; battery very old and of little value, to be used only for defending the port and the Bay of Varna;

i. Three and one-half kilometers from Varna, a battery with two 150 mm. Schneider guns, between the coastal road and the sea;

j. Three kilometers from Varna along the coastal road, a battery with two 100 mm. guns, located one kilometer from the sea; and

k. One kilometer south of Tashla hill, probably on Chatal hill, 1,100 meters north of the coast at a distance of 3.6 kilometers from Varna, one battery with two or four 250 mm. model 35 guns, installed in 1918 by the Germans; range approximately 25 kilometers, field of fire 360°, shells both of the piercing and shrapnel types; weighing 240 kilograms, chargers weighing 64 kilograms; half-domed gun shelters and personnel shelters of reinforced concrete; command post of reinforced concrete located 10 meters from the battery; hand operated; fire control directed by two observatories, one on Kavaklar, the other 500 meters southeast of the battery; munitions scarce (240 projectiles); the range of this battery covers the minefield outside the Gulf of Varna.

28. The Galata Group of the Varna Coastal Artillery Regiment has batteries and positions at the following locations: (see attachment 5)

a. South of the Canal to Lake Deven, four 76 mm. guns;

b. Karantina, one battery with four 190-210 mm. long range guns, hidden among the trees;

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- 10 -

c. Galata

- (1) North of the village, 300 meters south of the Cape Galata lighthouse, four batteries with sixteen 120-130 mm. guns;
- (2) Six 88 mm. antiaircraft artillery guns;
- (3) Three medium-type searchlights and three telemeters;
- (4) East of the village, one battery with four 150 mm. model 35 guns, probably installed by the Germans, field of fire 360°, range 11 kilometers; domed gun shelters; field shelters for the personnel; munitions depot in the village;
- (5) Slightly south of the village, one battery constructed in 1913, guns set on uncovered cement platforms; field shelters for the personnel; range nine kilometers, field of fire 360°; munitions of both the piercing and shrapnel type; batteries of very old Serbian origin; munitions scarce;
- (6) Five hundred meters south of the village, one battery constructed by the Germans during the war;

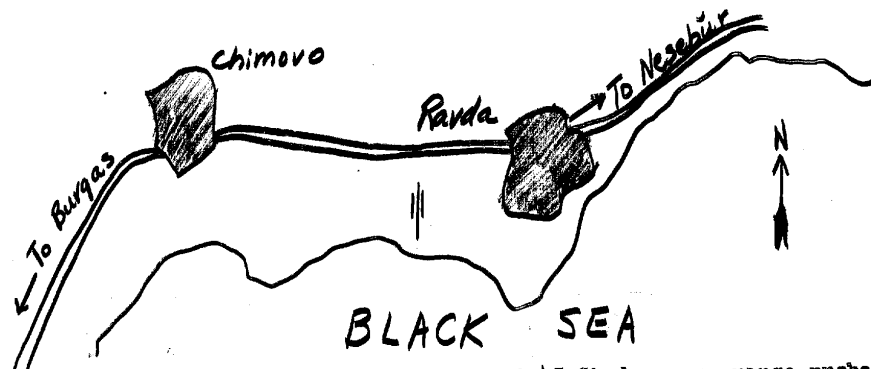
d. Between Galata and Cape Emine, machine gun blockhouses and an unknown number of positions for 20 mm. antitank guns;

e. Byala, positions with 75 mm. artillery pieces; and

f. Obzor, positions with 75 mm. artillery pieces.

29. The Burgas Group of the Burgas Coastal Artillery Regiment has batteries and positions at the following locations: (see attachment 6)

- a. Between Cape Emine and Pomorie, an unknown number of machine gun blockhouses; three searchlights near the Cape Emine lighthouse;
- b. Ravda, one battery with two 100 mm. model 35 guns which were installed by the Germans in 1939; range 15 kilometers, field of fire 360°; munitions of both the piercing and shrapnel types; half-dome gun shelters; reinforced concrete personnel shelters; a telemeter with a five meter base; munitions scarce;



- c. Pomorie, one battery with two 210 mm. model 45 Skoda guns, range probably 25 kilometers;
- d. Between Pomorie and Burgas, an unknown number of guns (probably 6), 105 mm. at distances of two or three kilometers in a south-southeast line;

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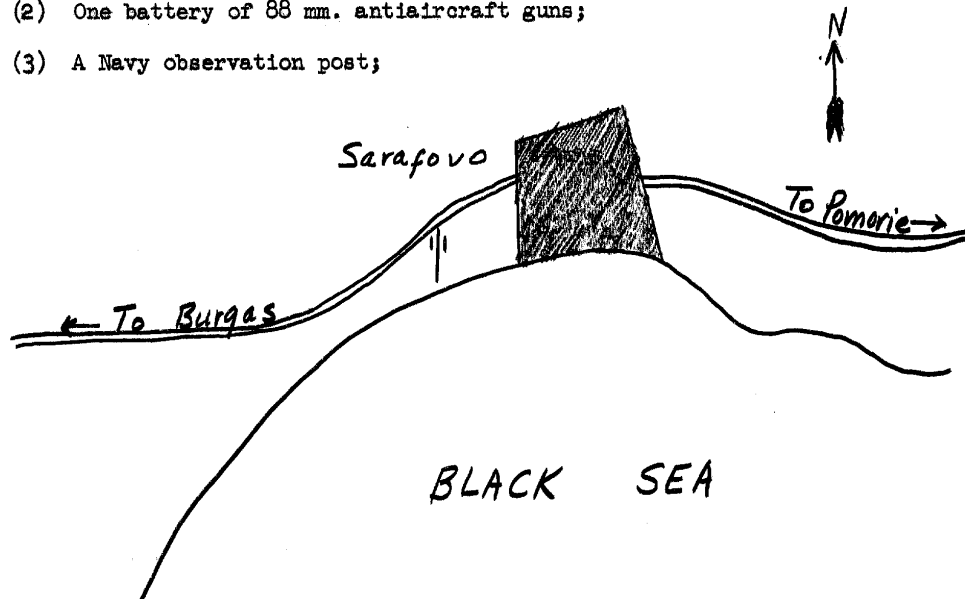
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- 11 -

e. Sarafovo airfield

- (1) One battery with two 150 mm. model 35 guns, installed by the Germans in 1915; range 15 kilometers, field of fire 360°; munitions of both the piercing and shrapnel types; dome-shaped gun shelters; field shelters for the personnel; portable telemeter with a three meter base; hand operated; munitions depot 200 meters from the battery under the airport beacon;
- (2) One battery of 88 mm. antiaircraft guns;
- (3) A Navy observation post;



f. Burgas, on the right side of the Burgas-Pomorie road, positions for batteries of 88 mm. antiaircraft guns; and

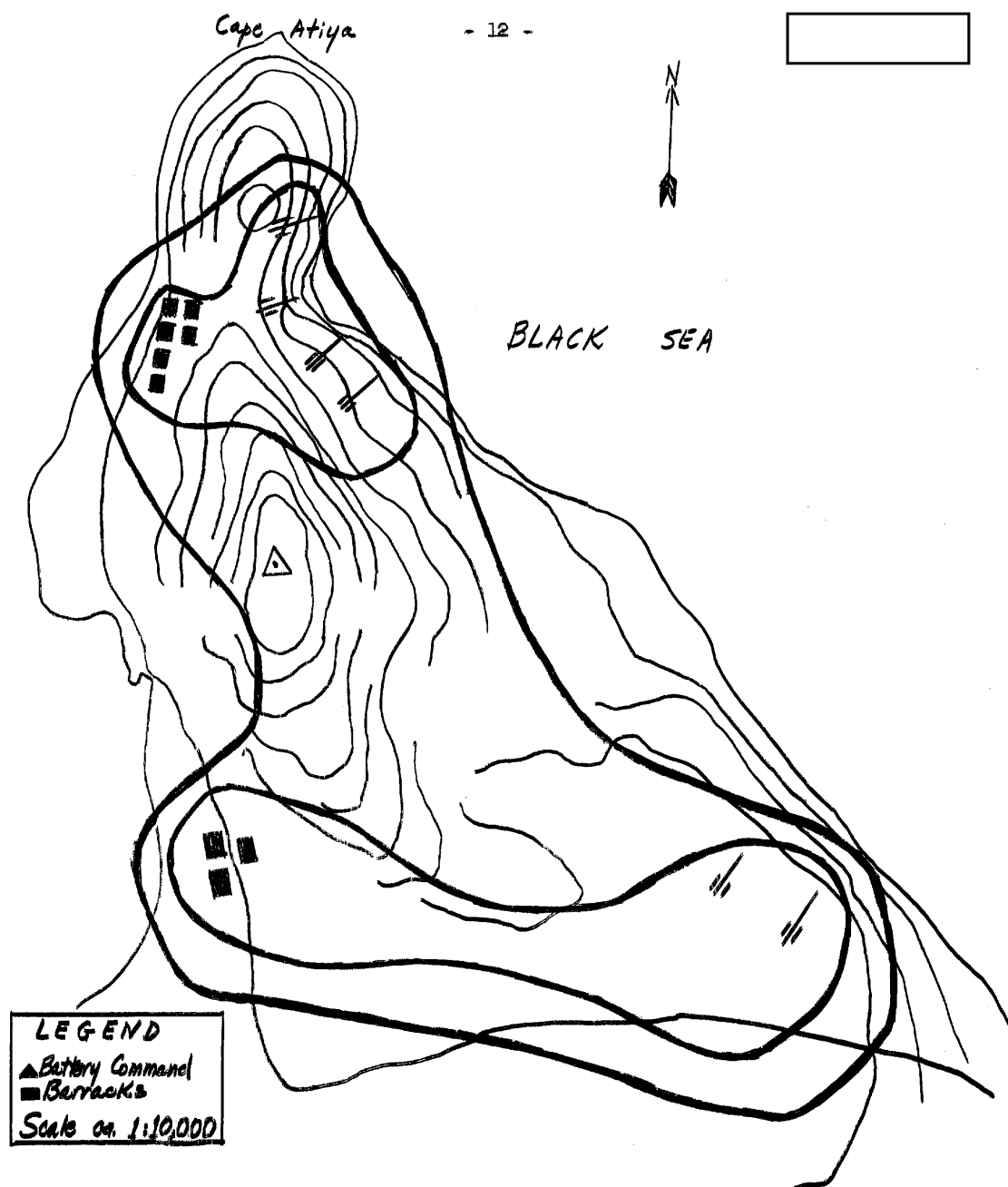
g. Cape Atiya

- (1) One battery with four (another source says only two) 240 mm. model 35 guns, new, the most important for defending Burgas; range 25 kilometers, field of fire 360°, shells of both the piercing and shrapnel types; projectiles weighing 220 kilograms, chargers weighing 58 kilograms; reinforced concrete positions constructed by the Soviets; half-domed gun shelters; concrete personnel shelters; command post to the north of and rather close to the battery, watchtower of reinforced concrete; telemeter with vertical base; munitions scarce;
- (2) West of the cape, probably one battery with two 280 mm. guns of old model; range 15 kilometers, field of fire 260°.

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30. The Sozopol Group of the Burgas Coastal Artillery Regiment has batteries and positions at the following locations: (see attachment 7)

- a. Cape Salasakra (sic), 120 mm. searchlights;
- b. Sveti Nikola-Cape Akin (sic)
 - (1) One battery with six (a second source says 4) 105 mm. guns, new, installed by the Soviets in 1948, well concealed in the vegetation; positions of reinforced concrete emplacements; reinforced concrete personnel shelters;
 - (2) Navy observation post with telegraph station (500 meters south of the summit of the cape);

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25X1

- 13 -



LEGEND

- △ Battery Command
- Barracks
- Fortifications
- ☞ Searchlight (serves both the Sveti Nikola and Atiya batteries)

Black

Sea

Sveti Nikola

Burgas

Seval

Telephone Line

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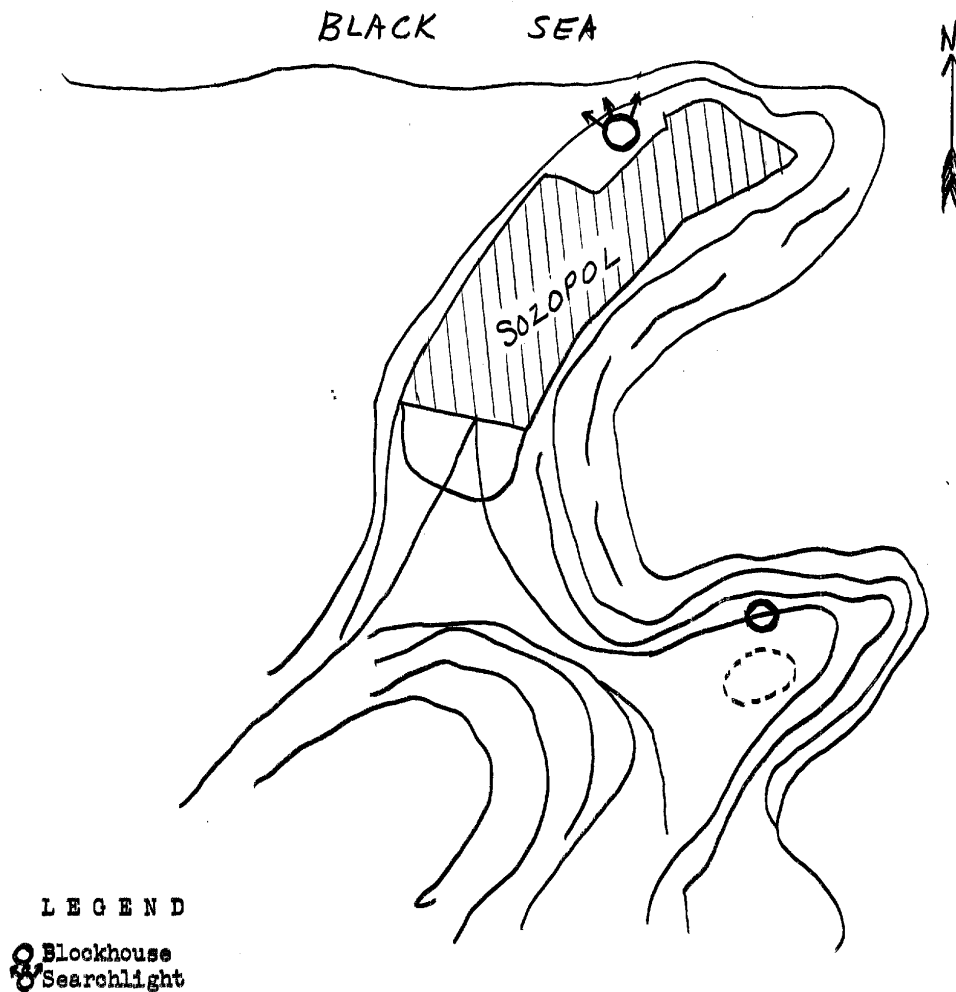
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- 14 -

c. Between Sozopol and the Turkish border, a chain of blockhouses for machine guns (except in the Primorsko-Sveti Dimitur zone);

d. Sozopol

- (1) Two batteries with an unknown number of guns, located to the south of the village on an elevated point, details unknown;
- (2) Navy observation post, 22 men and one officer with a telegraph station and signal equipment;



LEGEND

- ⊗ Blockhouse
- ⊗ Searchlight

e. Sveti Stefan Cape, two blockhouses for machine guns;

f. Sveti Agalina Cape, Navy observation post with 10-12 men, telegraph station, and signal equipment;

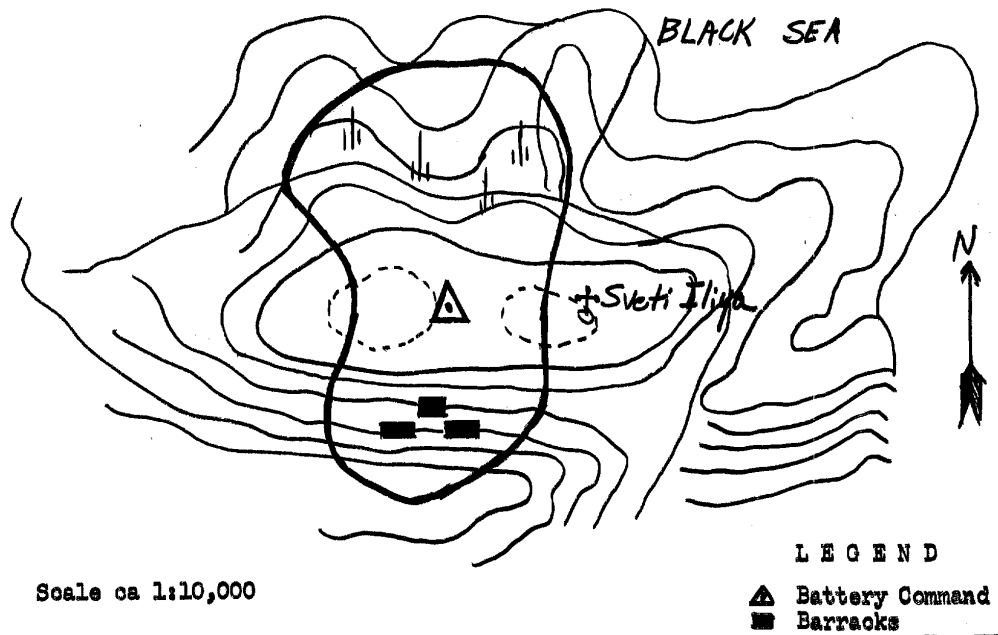
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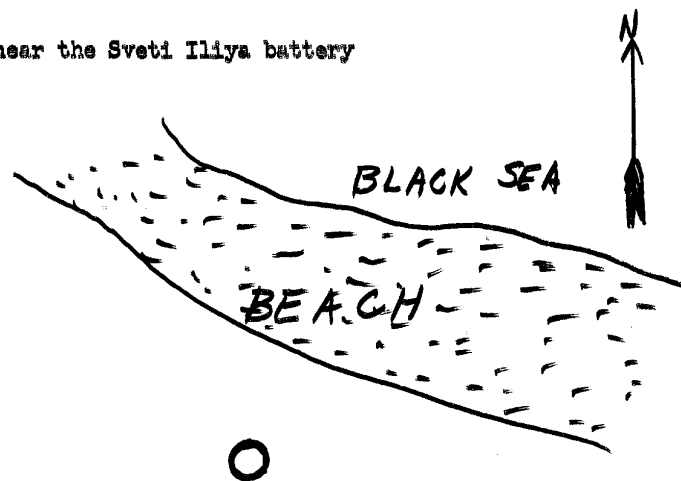
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- 15 -

- g. Sveti Dimităr, Navy observation post with 12 men and signal equipment;
- h. Zeitin Burnu (sic) Cape, Border Guard garrison armed with light guns;
- i. Sveti Iliya, one battery with two or four 150 mm. model 35 guns; range 15 kilometers, field of fire 360°; shells of the piercing and shrapnel types, half-domed gun shelters, reinforced concrete personnel shelters; command observatory; hand operated; plenty of munitions;



Bunkers near the Sveti Iliya battery



○ The bunkers are set in the middle of a vineyard

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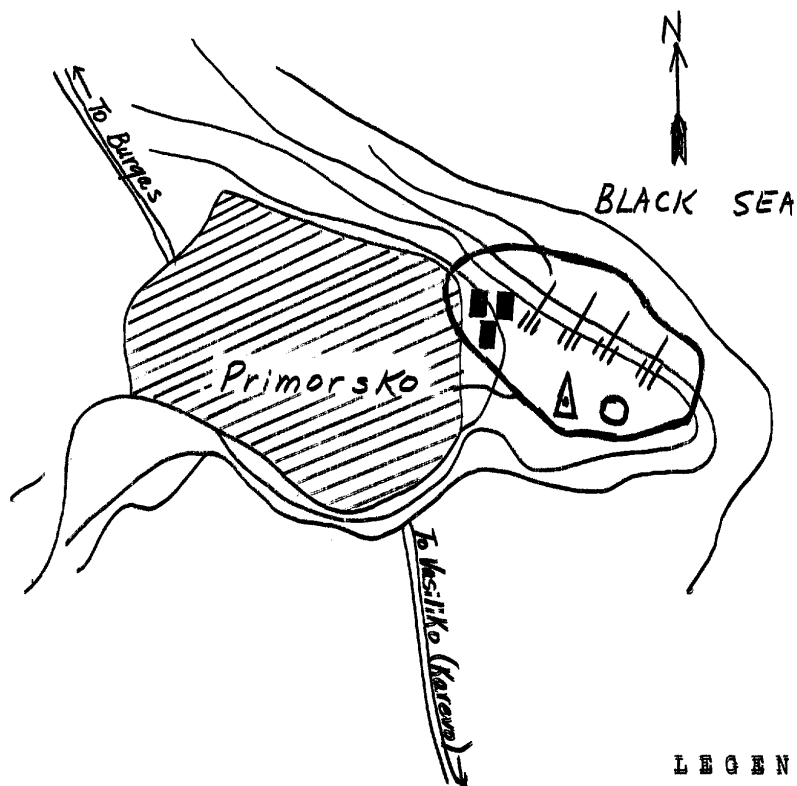
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- 16 -

j. Primorsko

- (1) One battery with two or four 150 mm. guns, set up in 1944; command post of reinforced concrete;
- (2) Navy observation post with 22 men, telegraph station, and signal equipment;
- (3) Searchlight;
- (4) Garrison of 150 Border Guards in the city;



LEGEND

- ▲ Battery Command
- Barracks
- Blockhouse

k. Ailan Kairak (sic), Navy observation post with 10 men and signal equipment;

l. Tsarevo

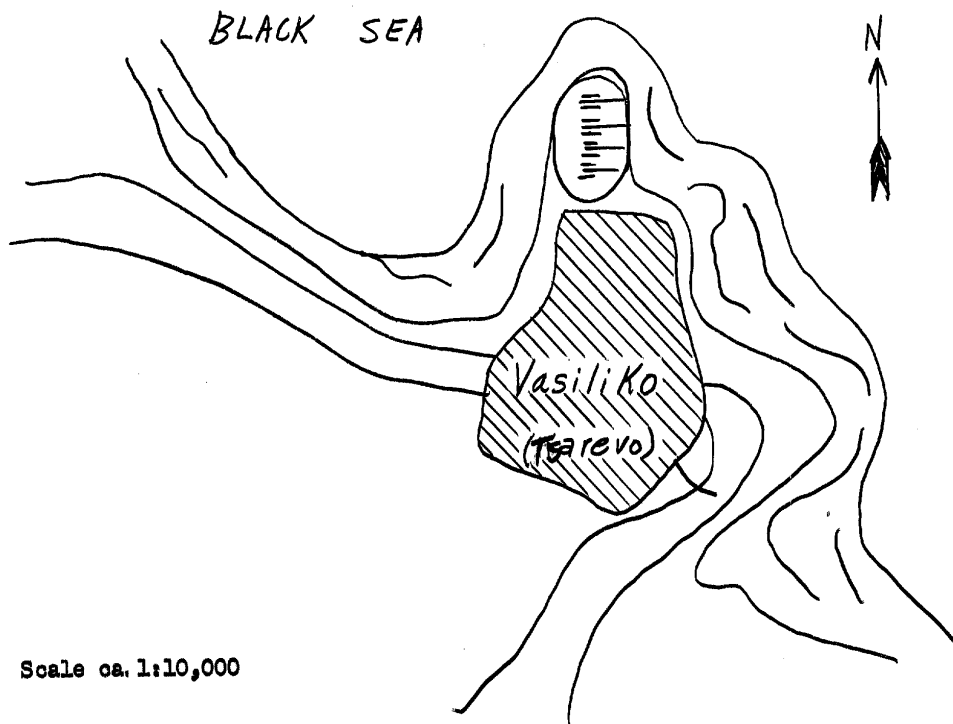
- (1) One battery with four 150 mm. guns, located to the north of the city;
- (2) Navy observation post with 20 men, telegraph station;
- (3) Positions for a 75 mm. field battery;

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- 17 -



Scale ca. 1:10,000

- m. Akhtopol, Navy observation post with 12 men, telegraph station, and signal equipment;
- n. Varvara, Navy observation post with 12 men;
- o. Sinomorets, Navy observation post with 12 men;
- p. Sveti Ivan, Navy observation post with 12 men, telegraph station, and signal equipment; and
- q. Rezovo
 - (1) Navy detachment of 50-60 men, located near the Monastery;
 - (2) Garrison of Border Guards in the city.

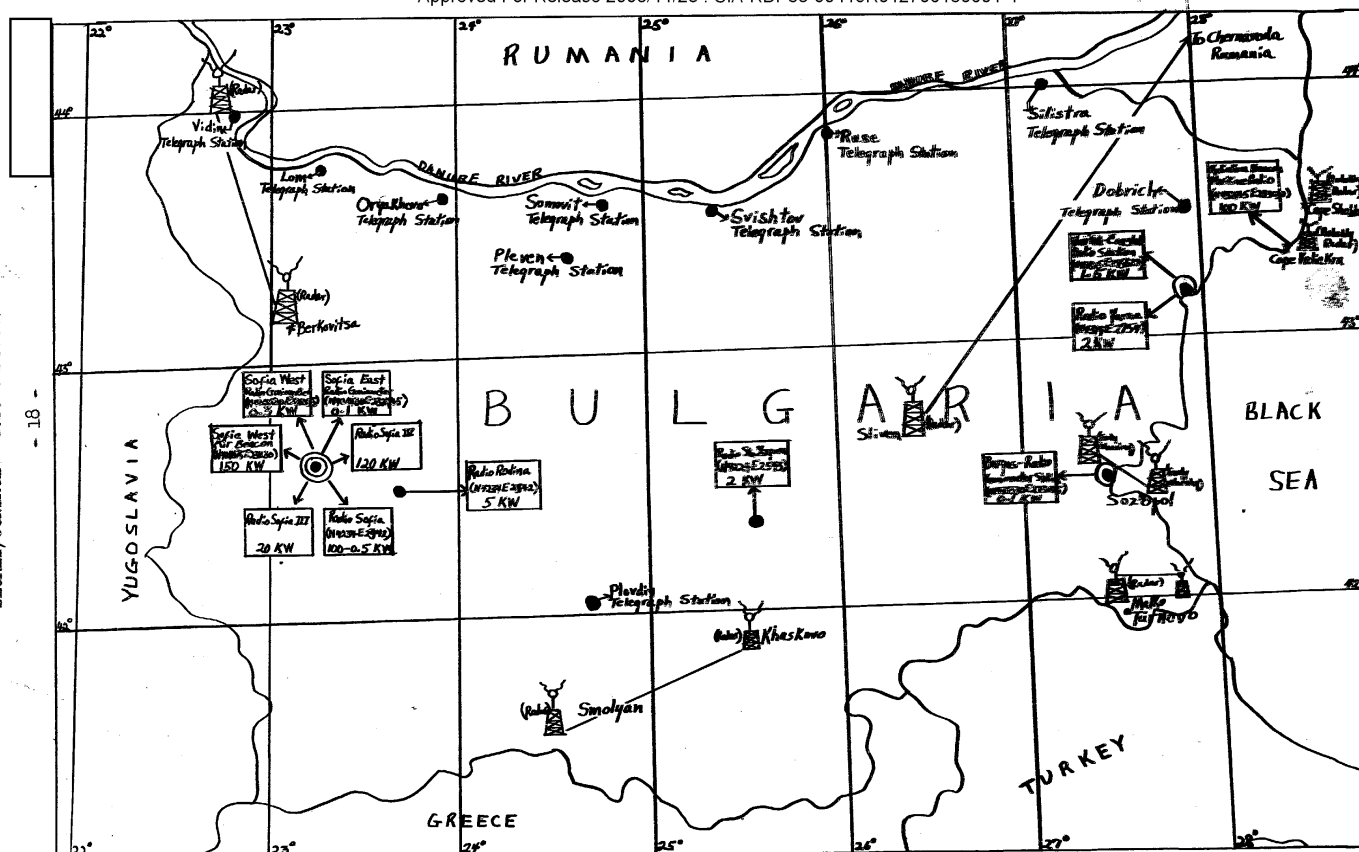
Radar Stations in the Coastal Zone

- 31. Bulgaria has a radar system which was established by the Soviets and which covers the border areas. Radar stations are located as follows:
 - a. Vidin-Berkovitsa, for the Yugoslav border section;
 - b. Smolyan-Khaskevo, for the Greek border; and
 - c. The Malko Turnovo area, for the Turkish border.

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18



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25X1

- 19 -

32. Other radio detecting devices are located as follows:
- a. Two stations at unknown locations in the middle of the Yugoslav border;
 - b. At Sliven and connected with the station at Chernavoda, Rumania;
 - c. Two early warning stations along the Black Sea coast, at Burgas and Sozopol; and
 - d. Another two stations, probably radar, in the vicinity of Cape Kaliakra and Cape Shabla.

33. The heights of Cape Kaliakra are of extreme importance in guarding the entrance routes into the Gulf of Varna.

Communications in the Coastal Zone (see page 18)

34. The radio stations in Bulgaria are as follows:
- a. Radio Rodina, location N4234 E2342, Sofia, five kilowatts power, operated by the Bulgarian General Radio Directorate, cultural propaganda section for the Armed Forces;
 - b. Radio Sofia, location N4234 E2342, 100 kilowatts power, operated by the Bulgarian General Radio Directorate;
 - c. Sofia III, 20 kilowatts power, operated by the Bulgarian General Radio Directorate;
 - d. Sofia IV, 120 kilowatts power, operated by the Bulgarian General Radio Directorate;
 - e. Radio Stalin, located at N4314 E2754, Varna, two kilowatts power, operated by the Bulgarian General Radio Directorate;
 - f. Commercial Coastal Radio Station, location N431315 E275627, Varna, 1.5 kilowatts power, operated by the Ministry of Post and Telegraphy at Sofia; and
 - g. Stara Zagora, location N4224 E2543, two kilowatts power, directed by the Bulgarian General Radio Directorate.
35. Radio stations partly subordinate to the Ministry of Post and Telegraphy, partly to the General Directorate of State Railroads, and partly to the Directorate of Ports Organization are located in Dobrich, Gorna Dzhumaya, Gorna Oryakhevitza, Lom, Oryakhovo, Pleven, Plovdiv, Ruse, Silistra, Somovit, Stara Zagora, Svish-tov, and Vidin.
36. Radio stations are under construction at the following locations:
- a. Kostinbrod, very powerful station;
 - b. Panagyurishte, very powerful Soviet station in Bulgaria;
 - c. Sofia, 22 kilometers direct line from the center of the city, along the road to Karlovo, a new 150 kilowatts broadcasting station.
37. Bulgarian radio direction finder stations are all of the air direction finder type and are located as follows:
- a. Burgas, N423330 E273045, 0.1 kilowatts power;

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25X1

- 20 -

- b. East Sofia, N424130 E232445, 0.1 kilowatts power;
 - c. West Sofia, N424500 E231245, 0.3 kilowatts power; and
 - d. North of Panagyurishte, a Soviet station which employs only Soviet personnel.
38. Radio beacons in use are the following:
- a. Kaliakra beacon, N432145 E283030, 100 kilowatts power; and
 - b. West Sofia air beacon, N424615 E231130, 150 kilowatts power.
39. Bulgaria is a member of the Universal Postal Union. In 1931, she had 578 post-telegraph offices and 10,234 kilometers of telegraph wire (2,239 kilometers of lines).
40. In 1931, Bulgaria had 36,257 kilometers of telephone wire (1,830 kilometers of lines) in the urban network and 57,089 kilometers of wire (13,051 kilometers of lines) in the interurban network. In 1951, there were 560 telephone centrals and 18,966 telephones.
41. Bulgaria has a moderate road network; in 1937 she had more than 27,000 kilometers of roads, but does not maintain them to meet modern traffic requirements. The principal north-south road connections are:
- a. Vidin-Sofia, crossing the Petrokhan pass;
 - b. Sofia-Petrich-Salonika, along the Struma River;
 - c. Oryakhovo-Mezdra-Sofia, crossing the Arabakonashki Pass;
 - d. Sofia-Bansko-Nevrokop, along the Mesta River;
 - e. Pleven-Lovesh-Troyan-Karlovo, crossing the Troyan Pass;
 - f. Karlovo-Plovdiv-Asenovgrad-Smolyan-Xante;
 - g. Ruse-Turnovo-Gabrovo-Kazanluk, crossing the Shipka Pass;
 - h. Kazanluk-Stara Zagora-Khaskovo; and
 - i. Shumen-Yambol-Elkhovo-Edirne, along the Tundzha River.
42. The most important roads in the coastal area around Varna are the following:
- a. The coastal road Varna-Trakata-Sveti Konstantin which continues 17 kilometers to the "Golden Sands" locality and from there with poor dirt roads; it has an asphalt paving for 10 kilometers and allows two-way traffic;
 - b. The Varna-Balchik road which continues north to Mangalia, Tuzla, and Constanta; an excellent gravelled road, follows the seacoast at a maximum distance of seven kilometers;
 - c. The Varna-Vinitza (Kestrich)-Aladzha Monastery road, good gravelled surface, somewhat nearer the coast than the Varna-Balchik road;
 - d. The Varna-Dobrich road which continues north to Constanta;
 - e. The Varna-Dobrich-Silistra road;
 - f. The Varna-Shumen-Razgrad-Ruse road; and
 - g. The Varna-Rudnik-Dulina-Orisare-Kamenar-Burgas road.

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- 11 -



43. The most important roads in the coastal area around Burgas are the following:
 - a. The Burgas-Pomorie-Nesebŭr-Orisari road; from Nesebŭr it follows the coastline;
 - b. The Burgas-Aytos-Yabŭlchevo-Tonenge (sic)-Dŭlgopol-Neŭi Pazar road which joins the Varna-Ruse road;
 - c. The Burgas-Aytos-Karnobat-Sliven-Klisŭra-Sofia road; and
 - d. The Burgas-Rosen-Veseliya road which continues southward to the Turkish border.
44. Allegedly, the Bulgarian Government recently began constructing a tunnel underneath the Danube at Oryakhevo to connect Bulgaria with Rumania.
45. The Bulgarian railroad network is relatively poorly developed. It has a total extent of approximately 3,900 kilometers, of which 476 are narrow gauge. The lines are single track and traffic is slow and expensive because of the sharp slopes which must be traversed. There are four principal lines, two which connect western Bulgaria with the principal Black Sea ports and the other two which cross Bulgaria in a north-south direction from the Danube River to within a short distance of the Greek borders:
 - a. Dimitrovgrad (Yugoslav frontier)-Sofia-Septemvrii-Plovdiv-Mikhaylove-Stara Zagora-Zimnitsa-Karnobat-Burgas, 543 kilometers;
 - b. Sofia-Mezdra-Pleven-Gorna Oryakhovitsa-Sindel-Varna, 580 kilometers;
 - c. Vidin-Brusen-Mezdra-Sofia-Radomir-Kocherinevo-General Todorov, 411 kilometers; and
 - d. Ruse-Gorna Oryakhovitsa-Barbanovo-Tulevo-Stara Zagora-Dimitrovgrad-Pedkova, 510 kilometers.
46. The most important railroad trunk lines which connect with the lines above are the following:
 - a. Plovdiv-Maritsa-Svilengrad (Turkish border), 144 kilometers;
 - b. Sofia-Radomir-Kyustendil-Gyushevo, which ends near the Yugoslav border, 156 kilometers;
 - c. Kaspichan-Ruse, 168 kilometers; and
 - d. Varna-Razdelna-Kardam (Rumanian border), 168 kilometers.
47. The Sofia-Dolno Kamartsi-Klisŭra-Karlovo-Tulevo-Zimnitsa-Karnobat-Burgas line, which is almost completed, will allow rapid connections between the Bulgarian capital and the port of Burgas.
48. Except for the short railroad trunk line, 28 kilometers, between Burgas and Pomorie, there are no rail lines along the Black Sea coast. Connections between Varna and Burgas are made on an inland route via Varna-Sindel-Yunak-Komunari-Karnobat-Burgas, a distance of 218 kilometers. At Yunak, a trunk line cuts off and rejoins the main line at the coastal village of Sveti Oryakhevo to the south of Varna.
49. There are no railroad connections between the Danube ports. To overcome the difficulties caused by the lack of good rail and road connections, Bulgaria has a regular passenger and trade service between the principal Danube localities. The principal regular route is Vratsa-Vidin-Lom-Oryakhovo-Somevit-Svishtov-Ruse-Tutrakan-Silistra, which is served by the steamships GEORGI DIMITROV and ALEKSANDŪR STAMBOLIIYSKI as well as various smaller ships.

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-22-

50. The Bulgarian civil air traffic is directed by TABSO, the Bulgarian-Soviet Air Company which is subordinate to the State Air Line Directorate. The Director-General of TABSO is allegedly a former Soviet general who lives at No. 42 Shipka Street in Sofia.
51. Regular air traffic with foreign countries is as follows:
- a. Sofia-Belgrade-Prague (managed by the Czechoslovak CSA);
 - b. Warsaw-Sofia-Istanbul;
 - c. Sofia-Bucharest-Odessa-Kiev-Moscow (managed by the Soviet AEROFLOT); and
 - d. Sofia-Tirana.
52. Domestic civil airlines are as follows:
- a. Sofia-Plovdiv-Burgas-Varna; and
 - b. Sofia-Gorna Oryakhovitsa-Varna-Burgas.

Naval Bases

53. The principal bases for the Bulgarian fleet are Varna, Burgas, Sozopol, and Ruse. Balchik, Kavarna, Nesebur, and Tsarevo are not organized technically and administratively as are the naval bases, but are used as stations for small vessels. Bulgarian submarines and some motor-torpedo boats are usually stationed in the Soviet base of Ochakov and some Bulgarian Navy personnel are sent to Ochakov for maneuvers under the supervision of the Soviets.
54. Varna is the most important Bulgarian naval base. The shipyards of the port and the Naval-Machine Workshop of Lake Deven have the only facilities capable of servicing the war fleet. The port of Varna normally shelters the major part of the Navy; its mooring space is along the west side of the south mole, in the immediate area of the new quay. The military quay is guarded from a sentinel station equipped with a machine gun and searchlight which is located 20 meters from the tip of the mole. The crew barracks are located in the area between the moorings of the south mole and the north bank of the Deven Canal. The Base Command offices are also located in this area. The Base Command is directed by a senior officer and has the following subordinate units:
- a. The Mine-Laying and Mine-Sweeping Fleet;
 - b. The Shipyard;
 - c. The Specialists Group; and
 - d. Supplies.
55. The minor naval bases of Balchik and Kavarna are administratively subordinate to the Naval Base of Varna.
56. Burgas is not important as a naval base because of the limited capabilities of its shipyard and its fitting-out equipment. Usually only the few ships which are assigned to the Base Command for the purposes of patrolling and dredging the area are stationed at Burgas. However, it is necessary to regard Burgas as perfectly capable of acting as a temporary station for major

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-23-

ships. The zone reserved for military units is in the west and southwest part of the harbor. The Base Command is directed by a senior officer and has the following subordinate units:

- a. The Mine-Laying and Mine-Sweeping Fleet;
 - b. The Shipyard;
 - c. The Specialists Group; and
 - d. Supplies.
57. The minor bases of Tsarevo and Nesebur are under the administrative jurisdiction of the Burgas Base Command.
58. Sozopol is a naval base directly subordinate to the Naval Headquarters Command in Varna. The Bulgarians are allegedly fitting it out and equipping it to be used as a submarine base.
59. Ruse is the principal base for the Danube fleet and normally shelters the major part of the mine-sweepers and river patrol boats. Under the jurisdiction of the Base Command are the following:
- a. The Mine-Laying and Mine-Sweeping Command;
 - b. The Specialists Group; and
 - c. The Repair Workshops.

Naval Shipyards

60. The Bulgarian Naval units are serviced and repaired at the shipyards of Varna, Burgas, and Ruse. These shipyards have only limited capabilities; it does not appear that the Navy has any yards which operate exclusively under the Naval Command and which are reserved solely for warships. Each shipyard, however, is subordinate to the Naval Base Command of the individual port and is under the technical direction of an engineering officer of the Navy.
61. The naval installations and workshops on the Varna shipyard occupy the western part of the cross-shaped area of the port which was excavated in recent years. Along the northern side of the area are some small landing places for minor ships. The western side of the area is used for the mooring, repairing and equipping of ships. To the west of this quay, for a distance of approximately 500 meters, are various workshops as well as barracks and shipyard offices. There is an old landing place in the northern corner of the western quay, and new landing places have been constructed to accommodate various types of ships along the south side of the cross-shaped area in such a way as to make possible the launching of ships sideways. The new landing space occupies an area approximately 250 meters wide by 40 meters deep. The landing places are equipped with one crane on tracks which has a 3-ton capacity, is 20 meters wide at the base and 10 meters high as well as one mobile steam crane. The shipyard facilities can be used to construct ships no larger than 1,000 tons; three hulls were observed under construction. Allegedly, accommodations for fitting-out ships up to 3,000 tons have recently been completed.

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-24-

62. The Deven Canal Shipyard, a complex of naval-machinery workshops, is located on the north bank of the Deven Canal at its outlet into the lake. Besides being a repair yard, the shipyard is equipped to make railroad cars and river lighters in concrete up to 500 tons. On the opposite side of the water from these workshops is moored a floating drydock for ships up to 2,000 tons. A large pontoon, with a crane of 50-tons capacity, and a smaller pontoon with a taller crane which has a smaller capacity, are usually moored along the drydock. New workshops for the shipyard are being constructed on the opposite bank of the canal.
63. The small shipyard at Burgas is equipped to make minor repairs and to construct small tonnage hulls. The yard is located approximately in the middle of the west quay of the port, in the vicinity of the zone which is reserved for the Navy.
64. The small shipyard at Ruse is equipped to repair ships and to construct small tugs, lighters, and fishing boats.

Military Barracks and Buildings

65. In Burgas, the Naval headquarters and barracks are located at the center of the western mole in front of the naval quay. The Port Command and Customs is located in the northwest zone of the port, next to the enclosing wall and near the road into the city.
66. In Varna, the military hospital is located on Grozdov Street in the south-eastern outskirts of the city adjacent to the Marine Park. The hospital occupies three large 3-story buildings and some smaller buildings one and more stories high. The naval headquarters occupy 200 meters of the right bank (as one enters) of the Deven Canal. The buildings comprise one 3-story main building and several masonry buildings.
67. At Cape Kaliakra, the barracks of the Border Guards are located in the vicinity of the lighthouse.
68. In Ruse, there is a military hospital.

Depots and Warehouses (See Appendix F, pages 43,44)

69. Fuel depots and storehouses are located as follows:
 - a. Asenovgrad, a gasoline depot;
 - b. Bistritsa, near the Yugoslav border, a gasoline depot;
 - c. Burgas, southeast of the city at Oryakhovo, a naptha depot;
 - d. Dobrich, a fuel depot near the airfield and a gasoline depot hidden in the woods along the road between Paskalevo and Constanta;
 - e. Khaskovo, a fuel depot located in the hills approximately seven kilometers west of the city;
 - f. Sladun, two large depots of gasoline in small metal barrels, located in the city and its outskirts;
 - g. Yambol, a fuel depot;

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-25-

- h. Karavelovo, gasoline depots along both sides of the road to the south-west of the bridge which is located two and one-half kilometers from the village;
 - i. Kazanluk, a fuel depot;
 - j. Kyustendil, a fuel depot;
 - k. Obelya, northwest of Sofia, a large arms and fuel depot;
 - l. Okop, gasoline depots, located south of the village near the auxiliary airfield which is two kilometers from Elkhovo;
 - m. Petrich, a fuel depot;
 - n. Plovdiv, fuel depots, located in front of the Vucha power plant and the Army engineers barracks;
 - o. Shumen, fuel depots, located seven kilometers south of the city;
 - p. Somovit, six small gasoline tanks served by railroad trunk lines, located in the vicinity of the port and two small and three large gasoline tanks located farther downstream;
 - q. Stara Zagora, a fuel depot, located at the Trudovak barracks;
 - r. Turnovo, a fuel depot, located near Samovodene village eight kilometers north-northwest of Turnovo;
 - s. Varna, one sheet metal tank with 1,000 ton capacity, located near the entrance of the canal which leads to Lake Deven; one fuel tank for the Navy, located between the buildings of the naval base; and
 - t. Verinsko, 15-20 gasoline tanks, capacity 80,000 to 100,000 liters each, located in a small depression between the village and the railroad station; the cisterns are camouflaged greenish-brown and are hidden among the trees; this is the largest gasoline depot of the Bulgarian Armed Forces, constructed during World War II by the Germans, now in Soviet hands.
70. Arms depots and warehouses are located as follows:
- a. Balchik, an airplane depot, planes of Soviet origin;
 - b. Dobrich, an underground airplane depot;
 - c. Yambol, 10 kilometers west of Yambol Bolyarska, a depot of 100 TU 6 and YAK 2 planes; a depot of Stalin type medium tanks of Soviet origin;
 - d. Karlovo, a depot of 50 TU 2 and TU 6 planes;
 - e. Kazanluk, a depot of Stalin type medium tanks of Soviet origin;
 - f. Kyustendil, a depot of Stalin type medium tanks of Soviet origin;
 - g. Lom, a depot of 40 TU 6 planes;
 - h. Lovech, a depot of planes;

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-26-

- i. Obelya, a large arms and fuel depot;
 - j. Petrich, a depot of Stalin type medium tanks of Soviet origin;
 - k. Pleven, a depot of Stalin type medium tanks of Soviet origin;
 - l. Razgrad, a depot of Stalin type medium tanks of Soviet origin;
 - m. Shumen, a depot of Stalin type medium tanks of Soviet origin;
 - n. Sliven, a depot of Stalin type tanks of Soviet origin;
 - o. Sofia, a depot of Stalin type medium tanks of Soviet origin;
 - p. Stara Zagora, an underground depot of planes of Soviet origin; a depot of Stalin type medium tanks of Soviet origin;
 - q. Sveti Vrach, a depot of Stalin type medium tanks of Soviet origin;
 - r. Varna, approximately 10 kilometers from the city in the direction of the Chaika airbase, a depot of naval mines for the Varna zone; includes 500 to 600 model B30 mines produced by the Kazanluk military factory and 150 to 200 model E large mines of German origin; and
 - s. Vidin, a depot of Stalin type medium tanks of Soviet origin.
71. Munitions depots and warehouses are located as follows:
- a. Dolno Kamartsi, six underground munitions depots;
 - b. Belevo, in the vicinity of Varna, a munitions depot;
 - c. Khaskovo, a munitions depot;
 - d. Sladun, a munitions depot located three kilometers from the city;
 - e. Yambol, a munitions depot to the north of the infantry barracks in the direction of Veselinovo and one and one-half kilometers in the direction Karkar Bayir; an explosives depot also allegedly exists at the airport in the city;
 - f. Karavelovo, an explosives depot, located two and one-half kilometers southwest of the village;
 - g. Kirmizi Bayir (red hill), three kilometers east of Yambol, an underground munitions depot;
 - h. Kyustendil, a munitions depot;
 - i. Kostenets, a munitions depot downstream from the village;
 - j. Okop, an explosives depot to the south of the village near the auxiliary airfield;
 - k. Pazardzhik, a munitions depot;
 - l. Petrich, a munitions depot with 5,000 shells of various calibers;

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-27-

- m. Pleven, a munitions depot;
 - n. Plovdiv, a munitions depot;
 - o. Shumen, a munitions depot near Vebak, seven kilometers north of Shumen and a munitions depot near a village seven kilometers south of Shumen;
 - p. Sliven, a munitions depot two kilometers east of the city;
 - q. Sofia, a munitions depot;
 - r. Strazitsa (26 kilometers northeast of Gorna Orykhovitsa), 12 munitions depots enclosed by a barbed wire fence, located four kilometers east of the village;
 - s. Sveti Vrach, a munitions depot;
 - t. Svilengrad, a munitions depot;
 - u. Tausan hill, Izvor, between Yambol and Sliven, an arms and munitions depot;
 - v. Turnovo, a munitions depot located near Samovodene, eight kilometers northwest of Turnovo and a munitions depot, probably underground, on Kartel hill five kilometers northwest of Turnovo;
 - w. Varna, a munitions depot dug into the base of the Avren mountain slope three kilometers north of the city on the road to Burgas; consists of three tunnels 50 meters apart and guarded by a small Navy detachment; contains munitions for the coastal batteries and the fleet as well as grenades for the Army units located at Varna;
 - x. Vidin, a munitions depot near Lozen, 15 kilometers northeast of Sofia; and
 - y. Nearly all the coastal defense batteries are equipped with their own munitions depots (see paragraphs 69, 70 above).
72. Depots and warehouses for food, clothing, etc. are located as follows:
- a. Gabrovo, a leather depot for the Armed Forces;
 - b. Plovdiv, a food depot;
 - c. Ruse, a food depot;
 - d. Sofia, a food depot;
 - e. Stanchiov Khan in the Gabrovo district, a leather depot for the Armed Forces;
 - f. Svilengrad, a food depot;
 - g. Vidin, a food depot;
 - h. Zaraevo, a food depot; and
 - i. Various other depots are located at undetermined places, usually in the vicinity of railroad facilities.

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-28-

Industry and Enterprises Connected with Maritime Activity

73. Bulgarian electric industries are as follows:
- a. Izida high-voltage insulators' factory, location unknown; and
 - b. Elektrometal State enterprise, location unknown.
74. Power plants are located as follows:
- a. On the Asenitsa River near Asenovgrad, a hydroelectric central which was completed in February 1951;
 - b. Near Chepelare, approximately 50 kilometers south of Plovdiv, an electric central connected with the Kamena Pass barrage;
 - c. Cherven Brgag near Roselats village, 50 kilometers southwest of Pleven on the Iskur River, a hydroelectric central capable of producing 12,000 h.p.;
 - d. Dimitrograd, on the Maritsa River 15 kilometers from Khaskovo, two electric centrals capable of producing 50,000,000 kilowatts each, called the Maritsa I and the Maritsa II; a third central, the Maritsa III, which was to begin operating in 1951 is to furnish electricity to the Stalin fertilizer plant and to the Rhodope Mountain mining enterprises;
 - e. Dimitrovo (Pernik), a thermoelectric central;
 - f. Duichesti (sic), an electric central;
 - g. Near Dospat, Plovdiv district, the Vasil Kolarov dam and the Vucha central have been completed;
 - h. Gorni Lom, on the Sofia-Vidin road 50 kilometers south of Vidin, a hydroelectric central;
 - i. Near Malo Konare, 40 kilometers southwest of Pleven on the Iskur River, a hydroelectric central;
 - j. Near Mezdra, 50 kilometers north-northeast of Sofia on the Iskur River, a hydroelectric central;
 - k. Near Pasarel, 30 kilometers southeast of Sofia on the Iskur River, a dam scheduled for completion by 1955 and a hydroelectric plant which will supply two centrals of 26,000 and 22,000 kilowatt capacities are under construction;
 - l. Petrovo, a hydroelectric central;
 - m. Near Rila Monastery on the Rilska River, a hydroelectric central, capacity 13,000 h.p.;
 - n. In the Nadezhda quarter of Sofia, a thermoelectric central and the Republika electric central;
 - o. Studena, 24 kilometers southwest of Sofia, a large dam is being constructed which will form an artificial lake of 30,000,000 cubic meters from the waters of the Struma River and the Vitosha Mountain streams; and

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-29-

- p. Vidima, a hydroelectric central.
75. Machine industries for arms and ammunition are located as follows:
- a. Iskŭr, the Vŭlko Chervenkov enterprise, now converted to produce engines;
 - b. Lovech, a former airplane factory, now converted to produce engineers;
 - c. Kazanlŭk
 - (1) Zavod No. 21 (the former Military Factory), produces diesel motors, electric motors, wine presses, plows; one part of the enterprise is used to produce war material and is divided into the following parts: infantry weapons repair, artillery weapons repair, infantry weapons production, gas masks, wood parts for weapons, repair of wooden artillery vehicles; employs 600 workers;
 - (2) Zavod No. 35 (the former Kazanlŭk Airplane Factory), produces complete dental office equipment, grindstones, seeding machines, electric transformers, drills;
 - d. Karlovo, Zavod No. 33 (the former Karlovo Airplane Factory), produces diesel motors, centrifugal apparatus, canning machinery, centrifugal pumps;
 - e. Plovdiv
 - (1) Darenz (State Repair Workshop) No. 1, repairs motor vehicles;
 - (2) Vasil Kolarov Plant, produces spare parts for automobiles and repairs motor vehicles;
 - f. Sofia
 - (1) Darenz No.1, employs 1,500 workers, repairs motor vehicles;
 - (2) 9 September plant, constructs motor vehicles;
 - (3) Engineer Factory, produces spare parts for motor vehicles;
 - (4) Mepto Cooperative, produces and repairs ball bearings;
 - (5) Georgi Dimitrov factory, produces railroad material, cars, and locomotives;
 - (6) Zavod No. 25 (the former Communications Engineer Factory of Sofia), produces parts for motor vehicles and electromechanical equipment;
 - (7) Georgi Milev factory, production unknown;
 - (8) State Mechanical Factory, located five kilometers north of the city along the Ilyantsi road, production unknown;
 - g. Sopot, Zavod No. 23 (the former Sopot Military Factory), produces agricultural machinery, parts for motor vehicles, metal and wood products, explosives for civilian use, mines; and

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-30-

h. Locations unknown

- (1) Dimitŭr Blagoev State enterprise, produces machinery;
- (2) Svetmetprom State enterprise, produces colored metals;
- (3) Vagrianka State enterprise, produces machinery;
- (4) Georgi Yanov State enterprise, metal works;
- (5) Chervena Zvezda State enterprise, metal works;
- (6) Metallurgika State enterprise, metal works;
- (7) Lŭv State enterprise, metal works;
- (8) Avram Stoyanov State enterprise, metal works;
- (9) Oborishte State enterprise, metal works;

76. Weapons and munitions enterprises are located as follows:

- a. Karlovo, Zavod No. 15, airplane repair shop;
- b. Kazanlŭk
 - (1) A factory which produces naval mines;
 - (2) A military factory which employs 3,200 workers and produces guns, munitions, and all types of explosives; produces an average of 6,000 to 7,000 rifles per month, 150,000 cartridges per day, 30 to 40 machine guns per month, and 1,500 gas masks per month;
 - (3) An airplane assembly factory;
- c. Near Lipnik, approximately 10 kilometers northeast of Ruse, the Dunarit factory which produces explosives;
- d. Lovech
 - (1) A powder factory;
 - (2) Zavod No. 14, two kilometers northwest of the city, employs 1,200 workers, constructs biplanes for no more than four persons, which have 200-250 h.p. engines of Czechoslovak construction;
- e. In Lovech, two airplane repair workshops; and
- f. Varna, in the barracks area of the 24 m.m. model 35 battery, a weapons repair shop.

77. Chemical industries are located as follows:

- a. Dimitrovgrad, the large Stalin factory which produces 300,000 tons of nitrogen fertilizers annually;

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-31-

- b. Kostinbrod, 15 kilometers north-northwest of Sofia, the Dimitrov Factory which produces soap, glycerine, seed oils, and edible oils; average production is 2,500 tons of glycerine per year, 15 tons of seed oils per day; 900 workers and 60 clerks are employed; in 1949, the factory produced 3,200 tons of soap; and
 - c. Locations unknown
 - (1) ATZ Stalin, produces nitrogen fertilizer;
 - (2) Veriga State enterprise, production unknown;
 - (3) State factory, produces carbides;
 - (4) Lakrom State enterprise, produces lacquers;
 - (5) Gorim State enterprise, produces combustibles;
 - (6) Asen Zlatarov State enterprise, production unknown;
 - (7) Vasil Levski State enterprise, production unknown.
78. Factories which produce various products used by the maritime services are:
- a. The Bakish tire factory;
 - b. Dimitrovgrad
 - (1) The Vulkan cement factory, 700 workers, produces 300 tons of cement per day;
 - (2) A cement pipe factory;
 - (3) A fruit and vegetable canning factory;
 - c. Gabrovo, a uniform factory;
 - d. Iskŭr village, the Gislaved factory which produces rubber overshoes and motor vehicle tires;
 - e. Near Knyashevo village (approximately eight kilometers from Sofia), the Bulgaria factory which employs 700 workers and produces 8,500 to 8,900 kilograms of yarn and 250,000 meters of cloth per month;
 - f. Krichim village (on the Sofia-Plovdiv rail line), a State cellulose factory;
 - g. Plovdiv, the Kartel tobacco factory which produces 6,000,000 cigarettes per day;
 - h. Devnya village, 24 kilometers west of Varna, a large soda and allied products factory which will have its own hydroelectric central's under construction;
 - i. Sofia
 - (1) At Poduene, 3.5 kilometers northwest of the central railroad station, the former Italian La Fortuna Factory which employs 1,000 workers and produces 450,000 to 500,000 meters of cloth per month;

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-32-

- (2) At Orlandovtsi, one kilometer north-northwest of the railroad station, the former Italian Meinardi Factory which employs 1,500 workers and produces yarn and cotton cloth; has a dyeing section;
- j. Tiger, the Lilyana Dimitrova factory which produces cotton cloth; and
- k. Locations unknown
- (1) Sofia Kamenina State enterprise, production unknown;
 - (2) Trud State factory, produces ceramics;
 - (3) Georgi Kirkov State enterprise, produces leather and leather goods;
 - (4) Dimitŭr Blagoev State enterprise, produces leather and leather goods;
 - (5) Vasil Levski State enterprise, produces leather and leather goods;
 - (6) 9 September State enterprise, produces leather and leather products;
 - (7) 9 May State enterprise, produces leather and leather products;
 - (8) Vasil Kolarov State enterprise, rubber production;
 - (9) 9 September cotton cloth factory;
 - (10) Balkan State enterprise, produces cotton cloth;
 - (11) Vasil Kolarov factory, produces cotton cloth;
 - (12) Sokol factory, produces cotton cloth;
 - (13) Boris Sotirov State enterprise, produces cotton cloth;
 - (14) Dunavska Korpima factory, hemp and linen factory;
 - (15) Silva factory, silk factory;
 - (16) State hemp factory.

79. Mining enterprises are located as follows:

- a. Atiya, two kilometers from the quarry, along the right side of the road from Burgas to Sveta Nikola, a mine of precious minerals and copper;
- b. Near Bukhovo village, 22 kilometers east-northeast of Sofia, a uranium mine which employs approximately 10,000 Bulgarian miners under the supervision of Soviet engineers and technicians; the whole zone is tightly guarded by the Militia; the ore is sent to the USSR under the escort of an NKVD detachment;
- c. Dimitrovgrad, four coal mines around the city;
- d. Two or three kilometers north of Yana are uranium mines, worked only by the Soviets; the zone is strictly guarded by a detachment of Soviet troops; the ore is transported by truck to the two factories located in the valley;

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-33-

- e. Kŭrdzhali, a pyrites, zinc, and copper mine which employs 2,240 miners;
- f. Kyustendil, near the spa, soundings have revealed the presence of uranium;
- g. Near Pavelsko village, 20 kilometers southwest of Asenovgrad in the Chepelare valley, a lead mine;
- h. Pernik, a coal mine which produces 900 tons per day;
- i. Strelcha, near Panagyurishte, a uranium mine which is controlled by Soviet technicians and engineers;
- j. Seven kilometers from Strugel on the Klisŭra River, a copper, zinc, and lead mine which employs 1,300 workers and 60 technicians and produces 25 to 30 tons of ore per day; and
- k. Eliseyna State mining enterprise, location unknown.

- 1. Comment: Probably Papiya (N4206 E2751) is meant.
- 2. Comment: Evidentially nautical miles are meant.
- 3. Comment: Evidently the Stara Planina is meant.
- 4. Comment: In 1951, four electric, mobile cranes, 40 ton capacity, approximately 20-25 meters high, arrived from the Soviet Union. Approximately 3000 workers are employed at the shipyards.
- 5. Comment: Sveti Kostantin offers good shelter, and naval units have repeatedly been seen there. Reportedly, a mole has recently been constructed.
- 6.
- 7. Comment: Possibly Ryakhovo (N4349 E2615) is meant.

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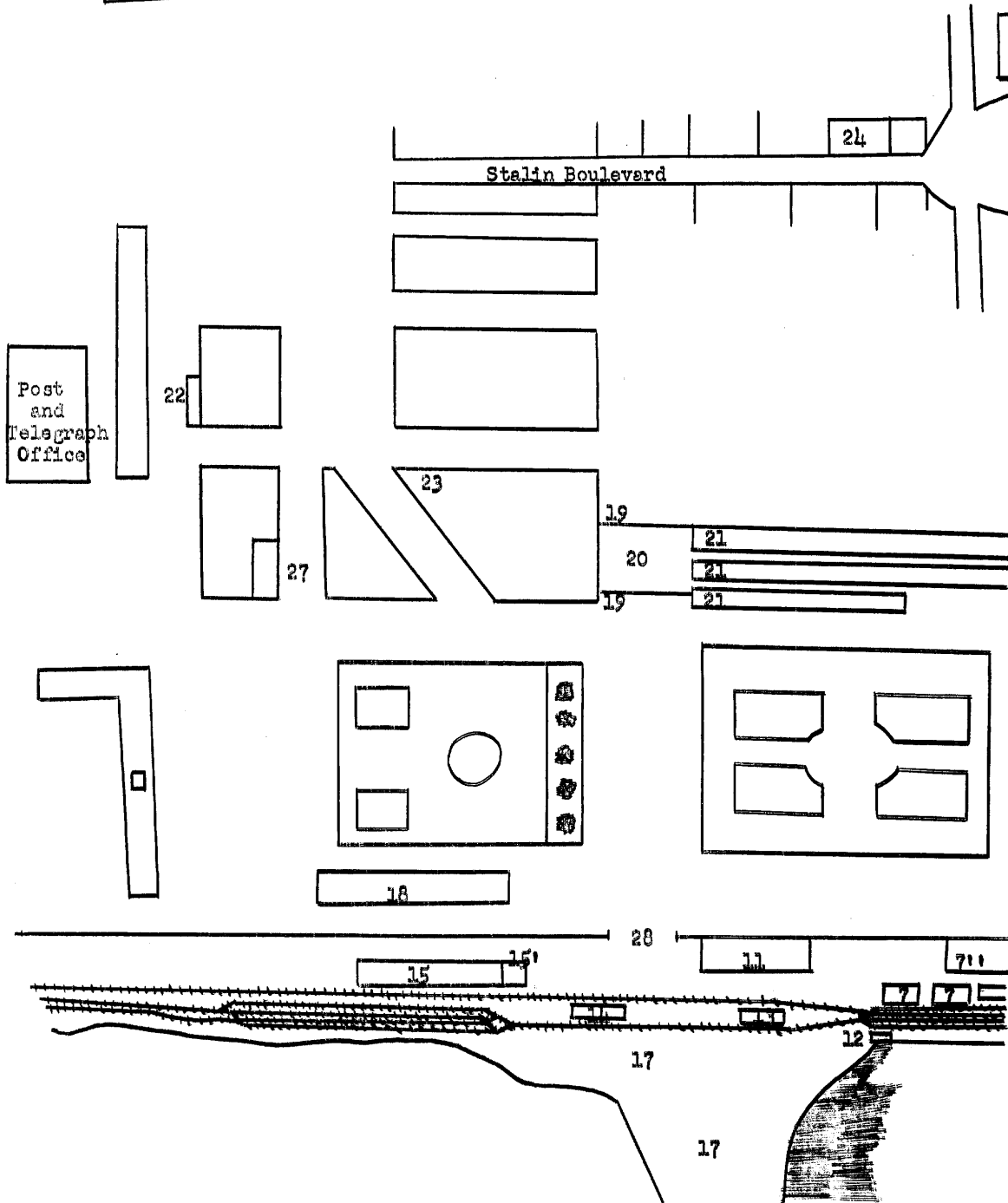
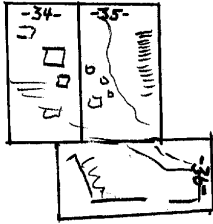
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APPENDIX A

-34-

Assemble as follows:



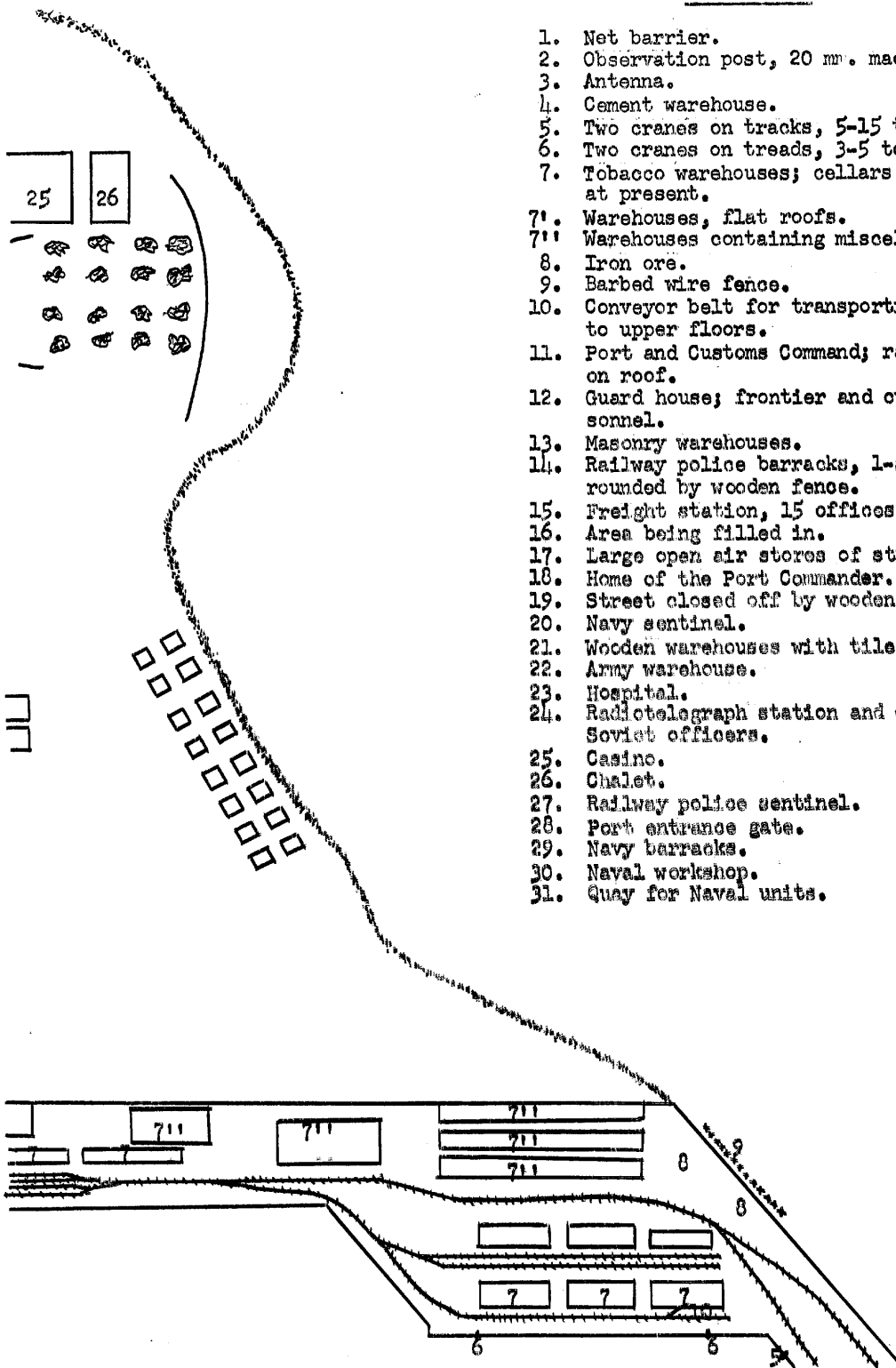
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-35-

LEGEND

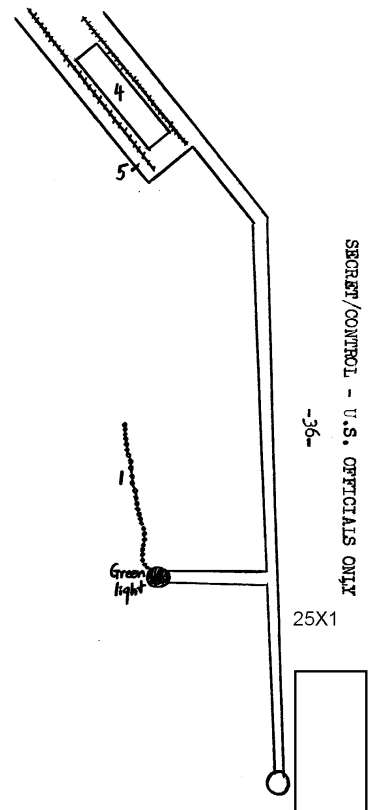
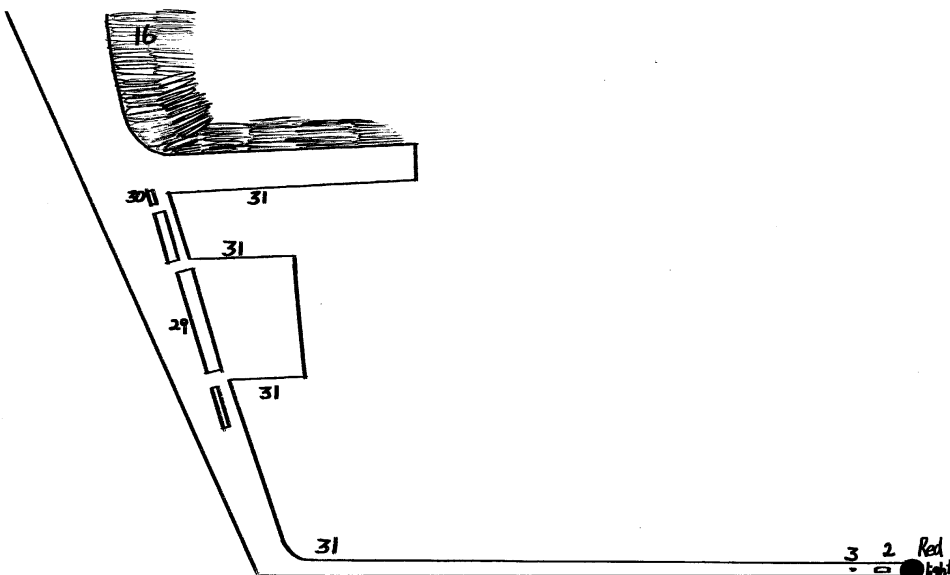
1. Net barrier.
2. Observation post, 20 mm. machine gun.
3. Antenna.
4. Cement warehouse.
5. Two cranes on tracks, 5-15 ton capacities.
6. Two cranes on treads, 3-5 ton capacities.
7. Tobacco warehouses; cellars beneath flooded at present.
- 7'. Warehouses, flat roofs.
- 7''. Warehouses containing miscellaneous goods.
8. Iron ore.
9. Barbed wire fence.
10. Conveyor belt for transporting materials to upper floors.
11. Port and Customs Command; radio antenna on roof.
12. Guard house; frontier and customs' personnel.
13. Masonry warehouses.
14. Railway police barracks, 1-story, surrounded by wooden fence.
15. Freight station, 15 offices.
16. Area being filled in.
17. Large open air stores of straw and hay.
18. Home of the Port Commander.
19. Street closed off by wooden barriers.
20. Navy sentinel.
21. Wooden warehouses with tile roofs.
22. Army warehouse.
23. Hospital.
24. Radiotelegraph station and quarters for Soviet officers.
25. Casino.
26. Chalet.
27. Railway police sentinel.
28. Port entrance gate.
29. Navy barracks.
30. Naval workshop.
31. Quay for Naval units.



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-36-

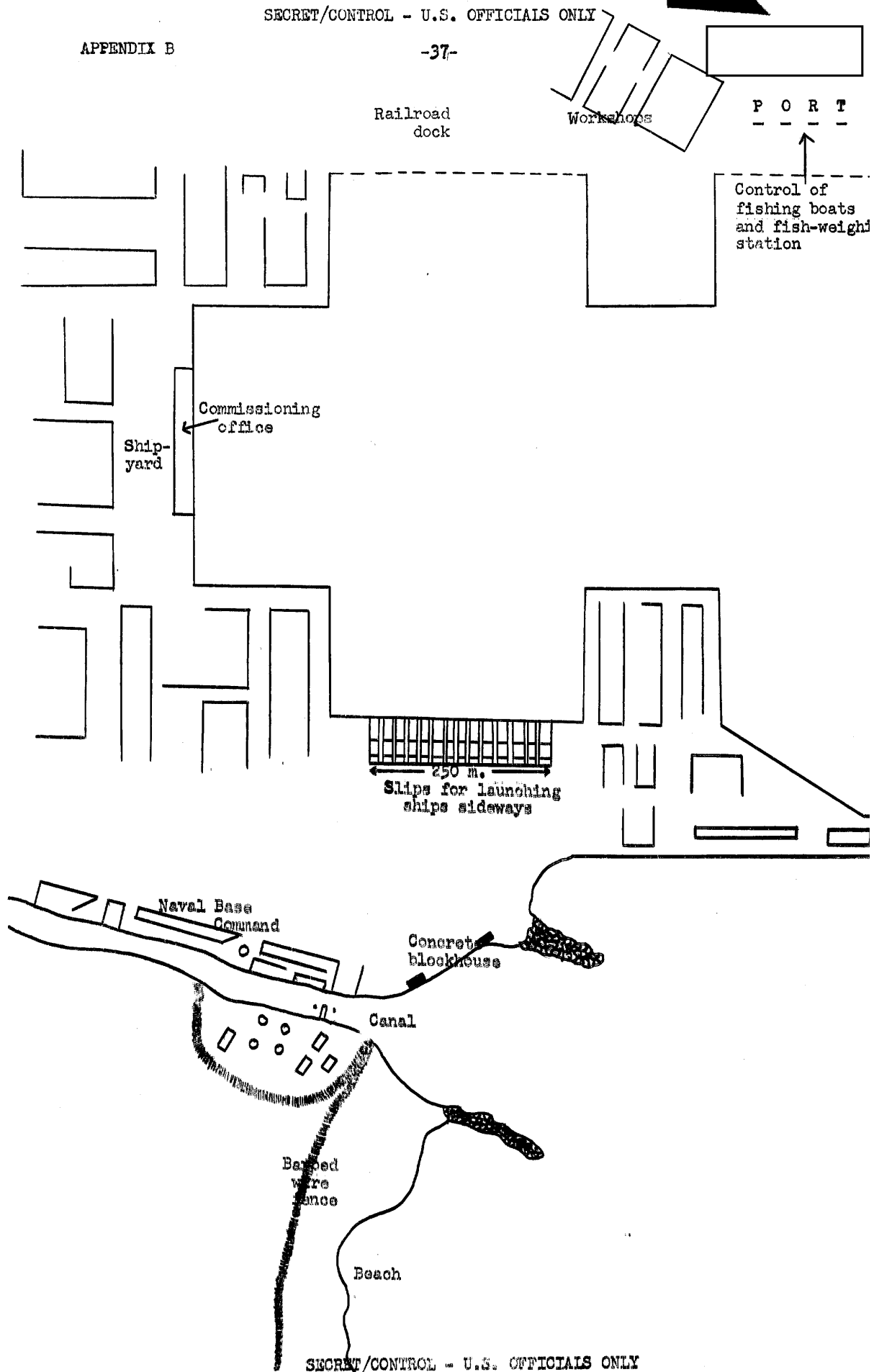
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APPENDIX B

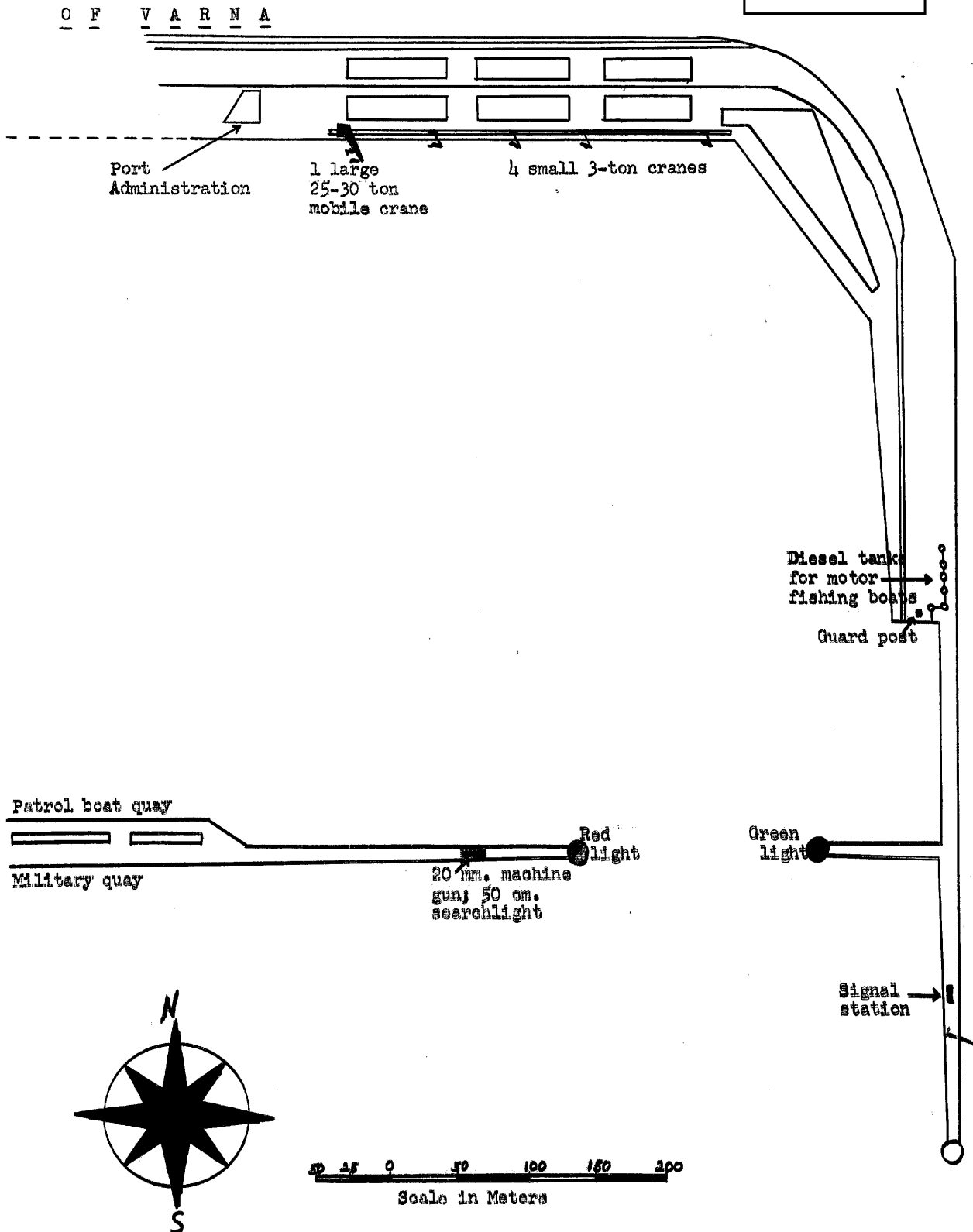
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-38-



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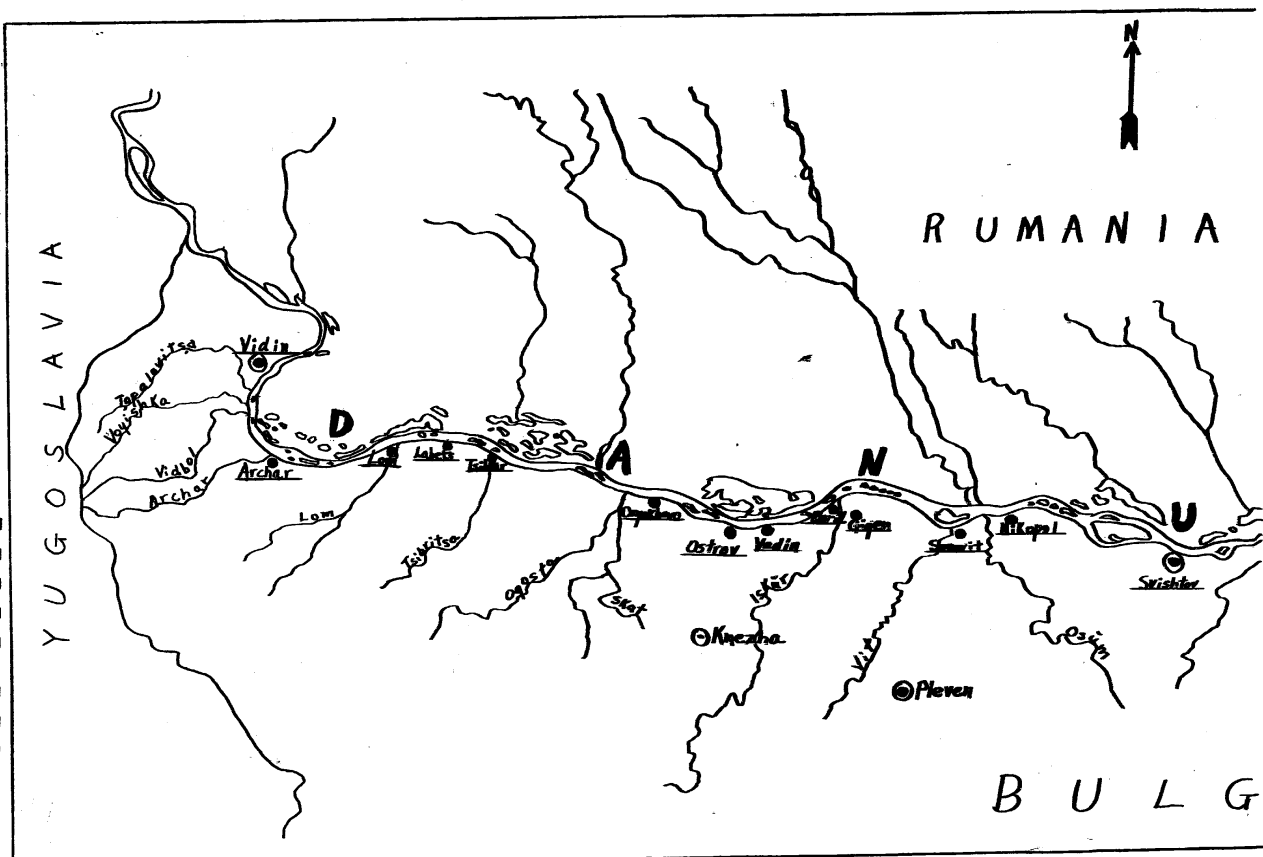
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-39-

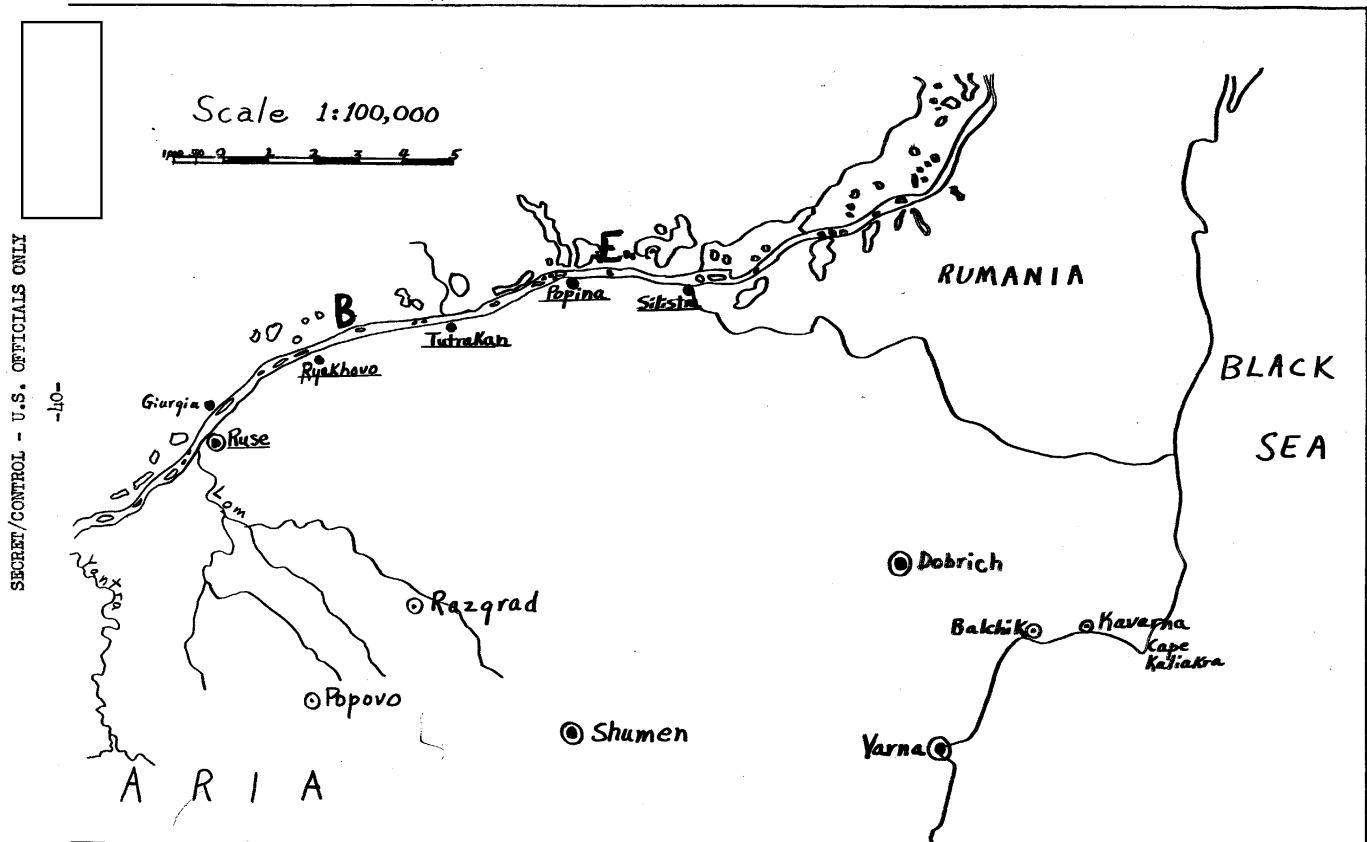
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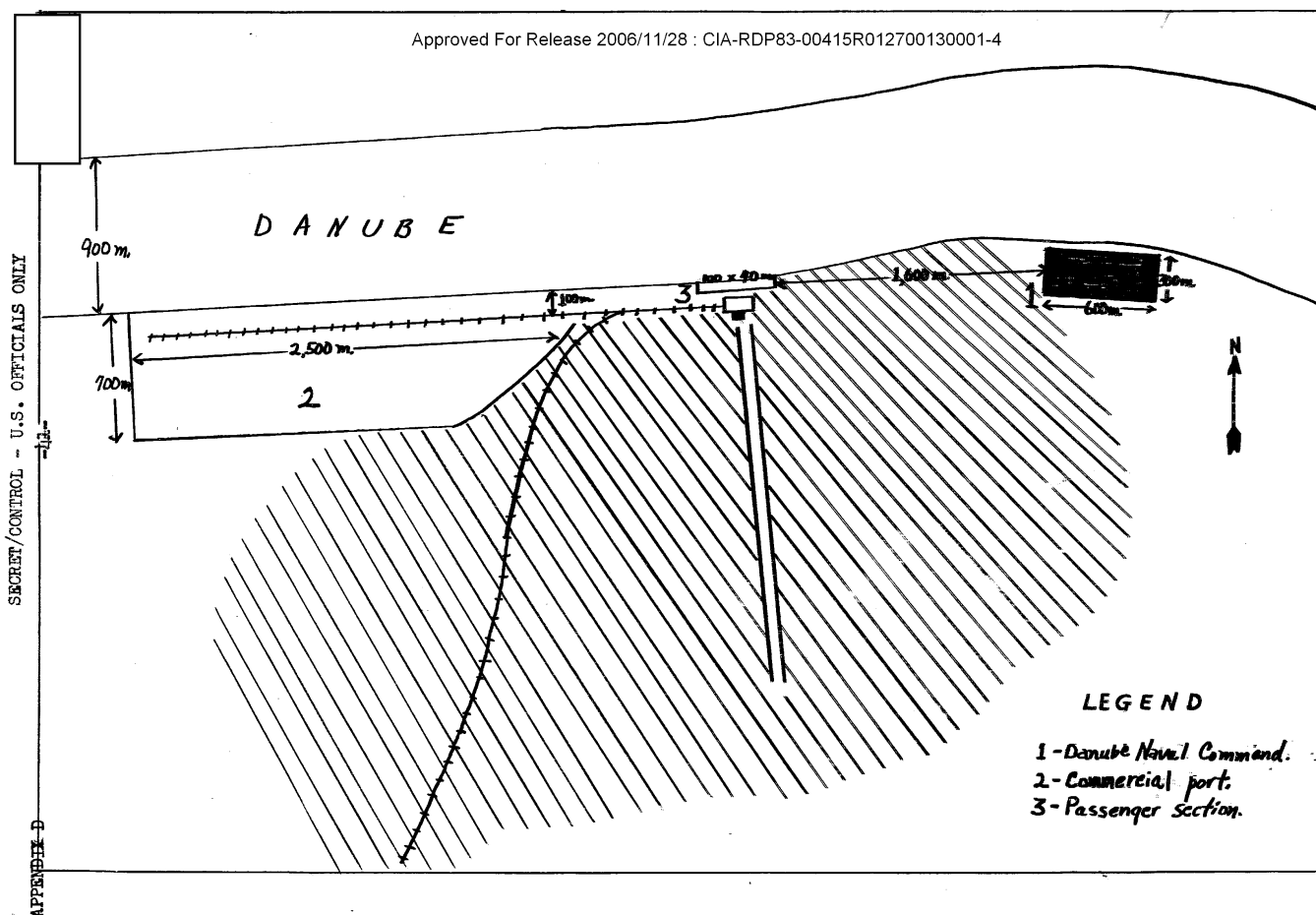
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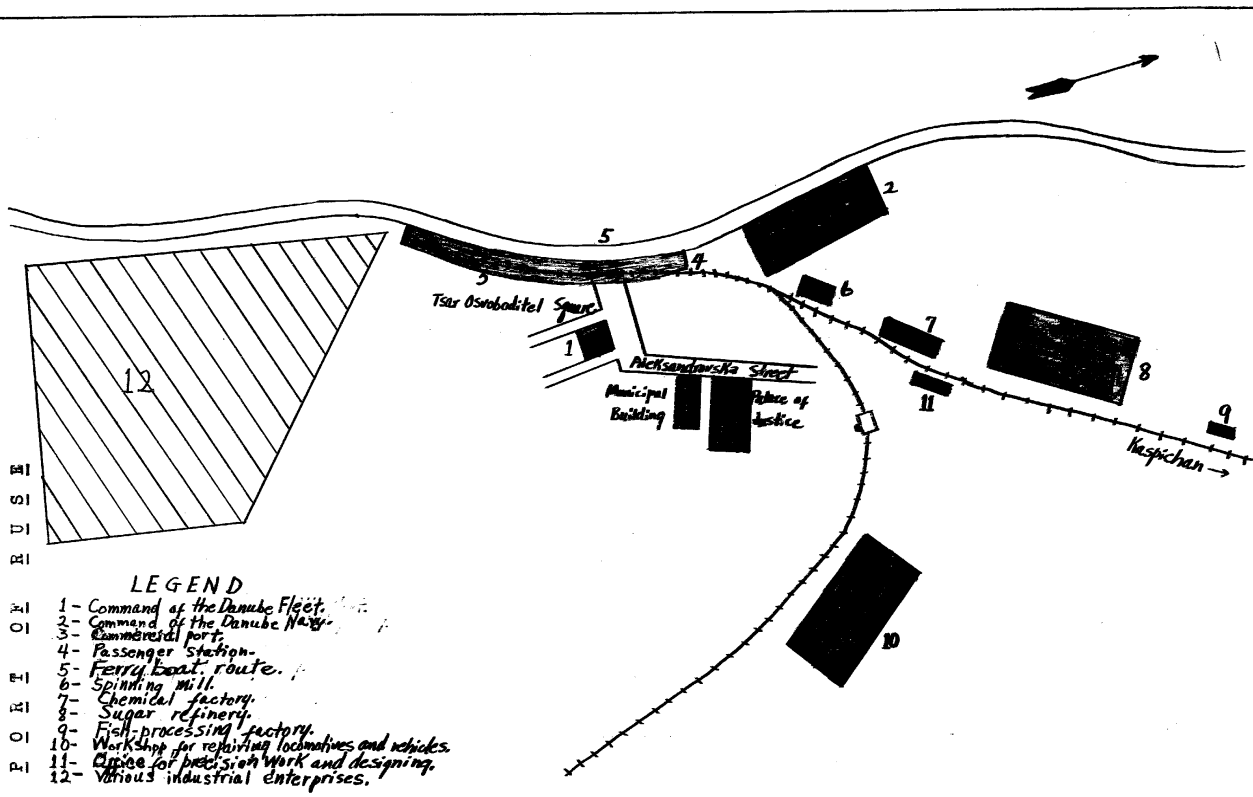
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-12-



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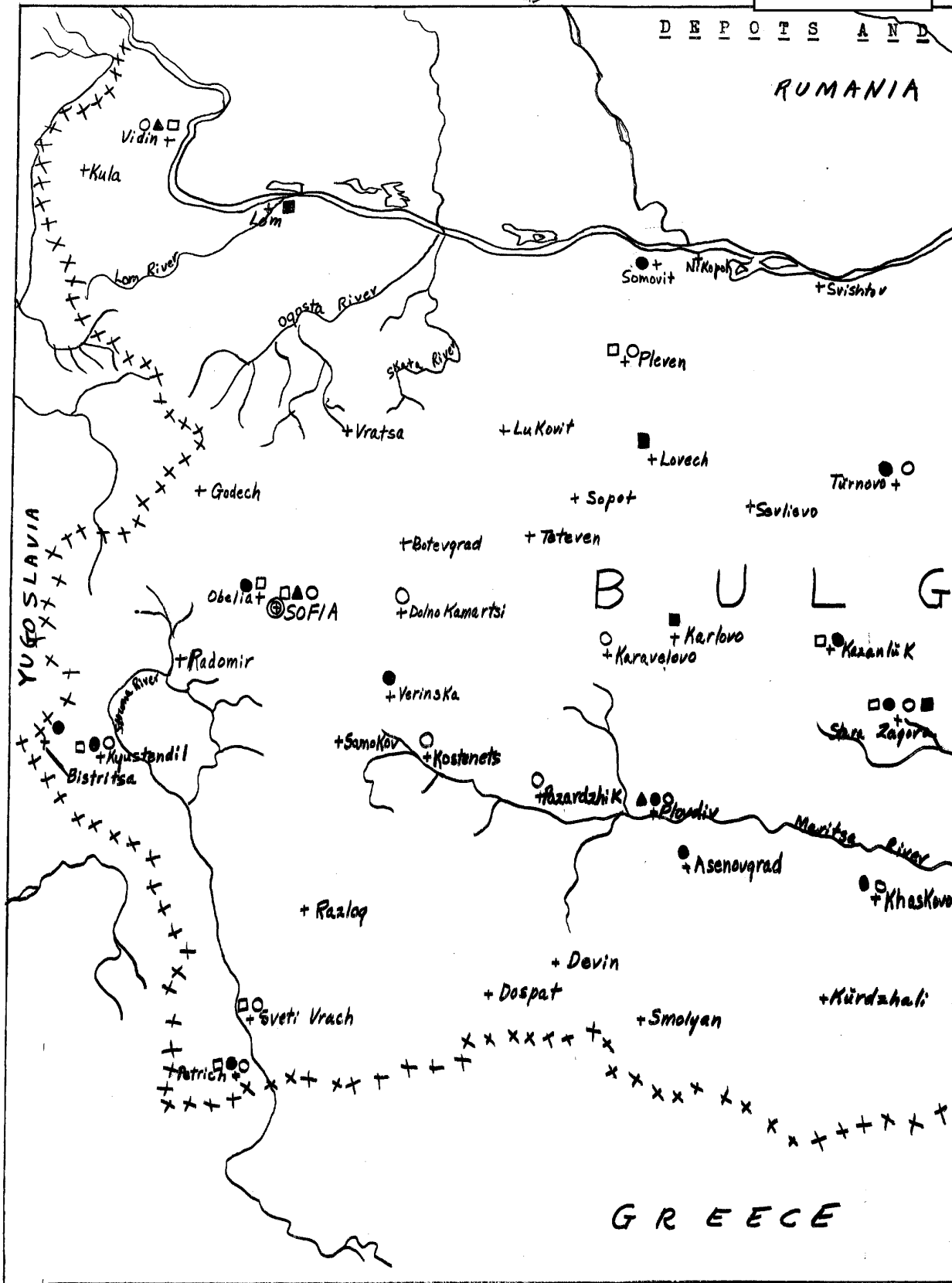
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APPENDIX F

-43-

DEPOTS AND

RUMANIA



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-44-

